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REPORTS

FROM

COMMISSIONERS:

FIFTEEN VOLUMES.

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—(7.)—

PILOTAGE; POST OFFICE.

Session

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REPORTS FROM COMMISSIONERS:

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FIFTEEN VOLUMES:—CONTENTS OF THE

SEVENTH VOLUME.

N.B.—*THE* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

PILOTAGE:

REPORT from COMMISSIONERS for inquiring into the LAWS and REGULATIONS relating to PILOTAGE in the UNITED KINGDOM - - - p. 1

POST OFFICE:

FOURTH REPORT of COMMISSIONERS to inquire into the MANAGEMENT of the POST OFFICE DEPARTMENT, with APPENDIX - - - p. 33

FIFTH REPORT of COMMISSIONERS to inquire into the MANAGEMENT of the POST OFFICE DEPARTMENT, with APPENDIX - - - p. 100

SIXTH REPORT of COMMISSIONERS to inquire into the MANAGEMENT of the POST OFFICE DEPARTMENT, with APPENDIX - - - p. 145

PILOTAGE:

REPORT - - - - - - - - - - - - p. 1

APPENDIX - - - - - - - - - - p. 19

POST OFFICE:

FOURTH REPORT - - - - - - - - - p. 33

APPENDIX - - - - - - - - - - p. 38

FIFTH REPORT - - - - - - - - - p. 100

APPENDIX - - - - - - - - - - p. 105

SIXTH REPORT - - - - - - - - - p. 145

APPENDIX - - - - - - - - - - p. 171

REPORT

FROM

THE COMMISSIONERS

APPOINTED TO INQUIRE INTO

THE LAWS AND REGULATIONS

RELATING TO

PILOTAGE

IN THE

UNITED KINGDOM.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HIS MAJESTY'S STATIONERY OFFICE.

1836.

COMMISSION.

WILLIAM THE FOURTH, by the grace of God, of the United Kingdom of *Great Britain* and *Ireland* King, Defender of the Faith. TO Our right trusty and well beloved Councillor *William Lowther*, (commonly called Viscount *Lowther*,) Our right trusty and entirely beloved Cousin *John* Marquess of *Bute*, Our trusty and well beloved Sir *Thomas Masterman Hardy*, Baronet, Knight Grand Cross of the Most Honourable Military Order of the Bath, and Rear-Admiral of the White Squadron of Our Fleet, *George Richard Robinson* and *Aaron Chapman*, Esquires, and *Francis Beaufort*, Esquire, Captain in Our Navy, and *Octavius Wigram*, Esquire, Greeting: WHEREAS We have thought it expedient for divers good causes and considerations, that a Commission should forthwith issue for the purpose of inquiring into the existing laws, regulations, and practice under which Pilots are appointed, governed, and paid in the *British* Channel and the several approaches to the Port of *London*, and also in the navigation connected with other principal Ports of the United Kingdom; KNOW YE, That We, reposing great trust and confidence in your zeal, ability and discretion, have authorized and appointed, and by these Presents do authorize and appoint you, the said *William Lowther*, (commonly called Viscount *Lowther*,) *John* Marquess of *Bute*, Sir *Thomas Masterman Hardy*, *George Richard Robinson*, *Aaron Chapman*, *Francis Beaufort*, and *Octavius Wigram*, to be Our Commissioners for the purposes aforesaid: And We do hereby authorize and empower you Our said Commissioners, or any Two or more of you, to obtain information thereupon by the examination of all persons most competent, by reason of their knowledge, habits or experience, to afford it; and also by calling for all Documents, Papers or Records which may appear to you, or any Two or more of you, calculated to assist your researches and to promote the formation of a sound judgment on the subject: And We do also hereby give and grant unto you, or any Two or more of you, full power and authority, when the same shall appear to be requisite, to administer an Oath or Oaths to any person or persons whatsoever to be examined before you, or any Two or more of you, touching or concerning the premises: And We do hereby command and require you, or any Three or more of you, to report to Us, under your hands and seals respectively, with all convenient speed, your opinion how far the system of Pilotage as now established in those several Ports appears to be well adapted to the mercantile interests of the Country, and whether any and what improvements may be introduced therein, with a view to the utmost possible reduction of the charge for such Pilotage that may be consistent with the prompt and efficient performance of the duties thereof, and with the paramount object of affording the best security to the shipping of these realms: And We will and command, and by these Presents ordain, that this Our Commission shall continue in full force and virtue, and that you Our said Commissioners, or any Three or more of you, may from time to time proceed in the execution hereof, and of every matter and thing herein contained, (not hereinbefore provided for,) although the same be not continued from time to time by adjournment: And We hereby command all and singular Our Justices of the Peace, Sheriffs, Mayors, Bailiffs, Constables, Officers, Ministers, and all other Our loving subjects whatsoever, as well within liberties as without, that they be

assistant to you and each of you in the execution of these Presents: And, for your assistance in the due execution of this Our Commission, do further give you power and authority to appoint any fit and proper person to be Secretary to this Our Commission, and to attend you, whose service and assistance We require you to use from time to time as occasion may require. In witness whereof, We have caused these Our Letters to be made Patent. Witness Ourself at Westminster the Thirteenth day of April in the Fifth year of Our Reign.

By the King Himself.

EDMONDS.

TO THE KING'S MOST EXCELLENT MAJESTY.

WE, your Majesty's Commissioners, appointed by your Majesty's Letters Patent, bearing date the Thirteenth day of April 1835, whose hands and seals are hereunto set, do humbly certify, that, in obedience to your Majesty's commands, we have proceeded to inquire into and consider the subject of the existing laws, regulations, and practice, under which Pilots are appointed, governed, and paid, in the British Channel and the several approaches to the port of London, and also in the navigation connected with other principal ports of the United Kingdom; and we now humbly submit the result of our labours to your Majesty.

We commenced the discharge of our duty by procuring, as far as we were able, from the different bodies interested in the establishment of Pilots at each port, information as to the existing state of the regulations at those places, and as to the expediency of introducing any alteration into the provisions either of the local or of the general system of Pilotage.

We received from the Board of Trade a variety of information, which the present and former Boards had obtained from the authorities regulating Pilotage in the sixteen principal ports of the kingdom; and our inquiries were directed to every other port possessing an establishment of Pilots. We communicated with the chief commercial bodies in the United Kingdom, and with the Pilots in every port, informing them of the objects of the Commission, and of our readiness to receive any suggestions which they might desire to offer. We examined the various Statutes relating to Pilotage from the first legislative enactment in the year 1716 to the present time, and the several Reports with the evidence taken by Select Committees of the House of Commons. We also compared the system pursued in the United Kingdom with those followed in two of the principal maritime countries of Europe, France and Holland, in the latter of which the attention of the Government has been recently called to the state of the law, and a new code for the regulation of Pilots has, in consequence, been introduced.

From the knowledge thus acquired, together with the evidence we received, and after a mature consideration of the subject in all its bearings, we have proceeded in our investigation upon the following principles:—First, the very great importance of a sound system of Pilotage to the commercial marine of this country, and the necessity of maintaining it in efficiency. Secondly, the expediency of effecting the utmost possible reduction of the charges for such Pilotage that may be consistent with the prompt and efficient performance of the duties thereof, and with the paramount object of affording the best security to the shipping of these realms. And, Thirdly, the necessity of making the law simple and perspicuous.

We found the following to be the present state of the law. The Act 6 Geo. IV., c. 125, confirms Acts and Charters of ancient date, giving to the Corporation of the Elder Brethren of Trinity House of Deptford Strond jurisdiction in matters of Pilotage in all parts of England and Wales, except the Cinque Ports, and such other ports and districts as possess local Acts or Charters. It gives the Lord Warden and the Master and Wardens of the Fellowship of Pilots of Dover, Deal,

and the Isle of Thanet, jurisdiction within the Cinque Ports, and, jointly with the Corporation of the above Trinity House, in the Thames. It empowers the Elder Brethren of the Trinity House to appoint Sub-Commissioners in the outports, (excepting those above mentioned,) whose duty it is to examine into the qualifications of persons to act as Pilots for such ports or places and the adjoining coasts; but the appointment of the Pilots and the regulation of the bye-laws devolve upon the Elder Brethren.

The London Trinity Pilots are licensed to take charge of vessels between Orfordness and London; and from London outwards to the Downs, and thence to the Isle of Wight. The Cinque-Port Pilots are licensed to conduct vessels inwards from Dungeness up the Thames or Medway.

On the southern and western coasts of England the jurisdiction of the Trinity House of Deptford Strond extends at present as far as Holyhead, embracing the whole line of coast, and all the ports and creeks within it, except the Bristol Channel. As regards the port of Bristol, the power of appointing and regulating Pilots has been long vested by Charter in the Corporation of that city, an arrangement which has been ratified by several Acts of Parliament; and by the 43 Geo. III., c. 140, and the 47 Geo. III., c. 33, the jurisdiction of that Corporation has been extended over all the ports within the Bristol channel. At Liverpool the authority is vested, by an Act passed in the 5th year of Geo. IV., in a numerous body of Commissioners, who have power to elect a committee of management from among themselves; and at all the other ports north of Holyhead, at which Pilots have been appointed, their government is regulated by local Acts.

On the eastern coast the principal ports are under the regulation of the two Trinity Houses of Hull and Newcastle, which are governed by Acts of Parliament and ancient Charters. The jurisdiction of the former body extends from Winterton Ness to Flamborough Head; that of the latter from Whitby to Holy Island. The ports of Berwick-upon-Tweed, Lynn, and Ipswich, are regulated by local Acts.

In Scotland the Trinity House of Leith has, by the Act 6 Geo. IV., c. 37, jurisdiction in all the ports and along the coasts of Scotland, the Orkney, Shetland, and Western Islands, for which no separate provision has been made. The principal ports and districts independent of this body are the harbour and roads of Leith, which are within the jurisdiction of the Corporation of Edinburgh, and the Firth of Clyde, which is in that of the Corporation of Glasgow and a body of trustees appointed under the Act 6 Geo. IV., c. 117.

In Ireland the principal ports are governed by local Acts, and the authority is generally vested in Harbour Commissioners, or in Commissioners of Ballast, although, in some instances, it is in the hands of the Corporation of a town.

In most ports of the United Kingdom all vessels above a certain tonnage, both British and foreign, unless specially exempted, are compelled by law to receive on board a licensed Pilot if he shall present himself.

Upon reviewing the system at present in operation our attention was at first attracted by the great variety of bodies which have the appointment and government of Pilots; besides the Corporation of Trinity House of Deptford Strond, the Lord Warden of the Cinque Ports, and the three Trinity Houses of Hull, Newcastle, and Leith, these powers are vested in Harbour or Port Commissioners, Quay Commissioners, Bridge Commissioners, and, in some places, in the Municipal Corporation. It became therefore an important question whether it would not be expedient to create one body for the regulation of Pilots throughout the whole of the kingdom, or a body in each port or district, appointed specially for that purpose, the members of which should be selected with a view to their qualifications for the task; but, having given the subject our most diligent consideration, we submit our opinion that it would be most expedient to continue, under proper limitations, the power of appointing and governing Pilots, and of regulating matters of Pilotage, in the hands of the several bodies who at present possess it. These authorities should be furnished with ample, but well-defined, powers; and in future we think that no new separate jurisdiction should be created.

Many of the local establishments are extremely well conducted, so far as regards the supply and management of the Pilots; but, from the lapse of time, changes have taken place in the numbers required at the different ports, unnecessary expences have accrued, and regulations which, at the time of their being framed might have been proper, have become inexpedient and onerous; and, in other districts of the

United Kingdom, though equal powers have been bestowed on the governing bodies, no sufficient regulations have been adopted.

The abuses and occasions of complaint which have resulted from the above causes demonstrate the want of a superior body to control the acts of the local authorities. Acts of Parliament have generally given a right of appeal to your Majesty's Privy Council, but it must be apparent that while, on the one hand, their Lordships' time is so fully occupied that they cannot bestow the necessary attention on such an extensive field for supervision as the various Pilotage Establishments of the United Kingdom, on the other hand the expence and delay of appealing to that body must, except in very important cases, deter individuals from coming forward to obtain redress or to correct abuse.

We have anxiously considered to what Authority this important duty might be safely intrusted; and we believe that none can be found so well qualified, from their professional experience, as the Elder Brethren of Trinity House of Deptford Strond. We would therefore recommend that all the local jurisdictions should be placed under the control of that Corporation, and that the right of appeal to your Majesty's Privy Council should be limited to cases of complaint against the decision of that body; and though we freely admit that there are some local Authorities which, from the manner in which they have hitherto conducted the trust reposed in them, might claim an exemption, yet, in order to avoid any distinction that might seem invidious, as well as to guard against the possibility of future abuse, we would strongly urge the necessity of allowing no exception whatever to this rule.

Complaints have been made that the tables of rates and the regulations established by local Acts have been suited only to temporary exigencies, but, having become law, it has been impossible to alter them as circumstances may have required. The expense and trouble of obtaining a new Act would often exceed the immediate advantage to be gained from a change, and would always serve to deter parties from applying; we would therefore recommend that all Acts, and parts of Acts, as far as they relate to the government of Pilots and to rates of Pilotage, should be repealed, and, in lieu thereof, that one general measure should be introduced, which should have force throughout the United Kingdom.

In proposing this plan we do not intend to recommend that minor details, which will require peculiar regulations in each port, should be provided for, nor that tables of rates for Pilotage should be inserted in the Act. These, we conceive, would be adjusted in the most equitable and satisfactory manner by leaving them to future arrangement by bye-laws, which, under the provisions hereafter proposed, and the control which we have recommended, may safely be altered from time to time, as circumstances may require, without the necessity of repeated applications to the Legislature. Our object has been to suggest such general rules as may produce a uniformity of system throughout the kingdom, and to correct any improper regulations which at present exist.

With reference to the establishment of rates for Pilotage there appear to be few ports in which those charges will not admit of some reduction, but particularly in the port of London, and more especially as regards two classes of Pilots appointed by the Trinity House.

The following is an abstract of the amount of their gross earnings in the year 1834:—

TRINITY *RIVER* PILOTS.

8	were under £70.			
16	above	£70	and under	£100
33	„	100	„	150
8	„	150	„	200
6	„	200	„	250
6	„	250	„	300
2	„	300		
79	earning		Total	£10,157 10 7
	Add proportion for newly-appointed Pilots, who have served only part of a year .			599 8 11
			Total . . .	£10,756 19 6
			Average for each Pilot .	£136 3 3

TRINITY *CHANNEL* PILOTS.

7 were under £100.							
19	above	£100	and under	£150			
18	„	150	„	200			
13	„	200	„	250			
17	„	250	„	300			
11	„	300	„	350			
8	„	350	„	400			
2	„	400	„	500			
3	„	500	„	600			
1	„	650					
99	earning		Total	£22,953	18	4	
	Add proportion for newly-appointed Pilots, who have served only part of a year .			343	3	5	
	Total . . .			£23,297	1	9	
	Average for each Pilot .			£235	6	5	

NOTE.—*All Pilots under the Trinity House in the port of London pay a contribution of* 6*d. in the pound sterling on their earnings to the Pilots' fund, and an annual sum of three guineas for their licence. They are also liable to expenses for travelling, and the River Pilots, under an arrangement made at their own solicitation, pay an additional poundage of* 2½ *per cent. towards the reimbursement of the sum advanced by the Trinity Corporation to defray the original cost and subsequent maintenance of a vessel of* 28 *tons burthen, used by them for the purpose of boarding vessels between Gravesend and Sea Reach.*

In 1808 the rates were raised, in some instances as much as 150 per cent., in consequence of the high price of every article incident to a state of war; and though a Committee of the House of Commons, in 1824, recommended that *all* Pilotage in the River Thames should be reduced 12½ per cent., and that, besides this reduction, the increase of 5 per cent. made on the rates payable to the Cinque-Port Pilots, when their number was augmented to 140, should cease when it was reduced to 120, yet a reference to the schedules annexed to the present Pilot Act, will show that the scale for the Trinity-House Pilots was reduced only 8 per cent., and that no reduction whatever was made in the Cinque-Port Pilotage beyond the 5 per cent. abated when their number was reduced.

Since the year 1824 a material further reduction has taken place in the prices of all the necessaries of life, the trade of the port of London has advanced, and the facilities of river navigation have been greatly increased, while the claims of the shipowner for a reduction of rates have annually become stronger. On referring to the earnings of the Trinity House Channel and River Pilots in the year 1834, which have evidently increased within the last few years, owing to the increased traffic of the port of London,* and which, from the same cause, are likely to receive annually a further augmentation, we are of opinion that the rates in the present table are higher than necessary, and that they should be reduced; but we again repeat our desire that the emoluments of Pilots should not be diminished so much as to deter hardy and experienced seamen of respectable character from entering the service.

Our attention has been called to the heavy rates chargeable upon vessels which are obliged to proceed to Stangate Creek for the purposes of quarantine, and we are of opinion that those rates should be revised. It is also a reasonable ground of complaint that vessels proceeding to Stangate Creek have to maintain two Pilots while detained there, both a Cinque-Port and a Medway Pilot. The licences of the former class entitle them to conduct vessels up the Medway as far as Rochester, and they should be qualified for that service; but, if not, it is equitable that the expence of provisioning them should not fall upon the shipowner, but upon themselves; and, in the case of outward-bound vessels taking shelter in the Medway, the shipowner should not be called upon to pay a second Pilot, but

* Entered inwards into the Port of London.

	British.		Foreign.	
Years.	Ships.	Tons.	Ships.	Tons.
1832	3,274	640,057	886	154,514
1833	3,421	678,289	1,061	175,883
1834	3,786	735,693	1,280	216,063

the Trinity-House Pilots should be qualified and bound to take charge of vessels into the mouth of that river, and to conduct them into shelter.

One of the reasons assigned for maintaining the present rates of Pilotage in the Cinque Ports is the expence to which the Pilots are subjected in making periodical surveys of the coasts of France and Holland. It appears, from the evidence adduced before us, that the result of these surveys is not sent either to the Admiralty or the Trinity House, and that they are undertaken solely for the purpose of giving practical experience to the Pilots. These surveys must necessarily be superficially executed; and, as the navy is clearly interested in their efficient performance, if the Admiralty should deem their continuance desirable, we would suggest that this duty should be transferred to that Department.

Of the complaints which have been laid before the Commission, the majority are from the shipowners, who object to the rates as being generally excessive, though some are from the Pilots, who, on the other hand, assert that the rates are too low to enable them to earn a sufficient livelihood. These latter complaints, however, come from Pilots belonging to ports of minor importance, and arise, most probably, from the number of those appointed being too great for the trade of the port. This is stated to be the case at Bridgewater, where it is alleged that one-half of the present number would be amply sufficient. On the other hand there appears to be in some places a deficiency of Pilots; and at one port (Galway) it is stated in the official Return that only one Pilot has been appointed, who employs boatmen under him to do the duty. To meet both cases we recommend that the number to be appointed in each port or district should be determined with reference to the present wants of the trade, and be fixed by a bye-law, which may at any time be altered if the circumstances of the trade should require it, but not without the sanction of the Trinity House.

Connected with this subject, and with the tables of rates, we have to notice the urgent representations which we have received that some abatement in the rates of Pilotage should be made in favour of vessels towed by steam. There can be no doubt that, by the assistance of steam-tugs, Pilots are enabled to perform their task in much less time, and with much greater certainty; it consequently follows that the same Pilot will be able to take charge of so many more vessels, and a less number of Pilots will be required for the port; while, on the other hand, the shipowner, who employs the steam-tug at an additional expense to himself, is entitled to a reduction, which we consider should amount to one-third.

In the case of outward-bound vessels forced back into port by stress of weather after having discharged their Pilot, we think that the full rates should not be demanded upon their return; but, as the proportion to which the Pilot would be entitled must vary in each port, no general rule can be laid down, and therefore it must be left to the local authorities, and be determined by a bye-law; the *maximum*, however, should in no case exceed one-half of the usual rates.

We consider that it would be desirable to establish a rate of Pilotage for the six winter months, different from that for the six summer months. We are aware that the Committee of the House of Commons, in 1824, thought that this regulation would be inconvenient and complex, and that on the average of the year, the Pilot would not earn a larger income; but such an arrangement exists in Holland, and has been long practised in many ports of this country with advantage, and any slight inconvenience which might arise would be more than counterbalanced by the benefit which the shipping interest would derive from a greater incentive being held out to the pilot to cruise in bad weather, when his services are most required; while the shipowner would pay with greater satisfaction the extra rate when he found that he was subject to a less charge in summer,—a period of the year when the service is more easily rendered, and when, consequently, the charge often forms a ground for reasonable complaint.

We recommend also that the mode of charging for Pilotage according to the draught of water of the vessel should be made general, as it appears to be the most equitable both to the shipowner and to the Pilot.

We consider it inexpedient to allow the continuance of Pilots being paid by fixed salaries, which tends to relax their industry in looking out for vessels in the offing. Another practice which should be immediately prohibited wherever it prevails, is that of applying part of the sums charged as Pilotage to other purposes than the payment of Pilots, and the maintenance of that service.

We have not failed to give our attentive consideration to the important question of shipping Pilots on board of vessels arriving in the Channel as well as of landing them in the Downs from outward-bound vessels. With respect to the first branch of this subject we have to remark that the Cinque-Port establishment is the only one in which Pilots are allowed to make a specific charge for boarding; in other ports the expences which they incur under this head are included in the charge for Pilotage. It is generally complained of as pressing unequally upon different classes of shipping; we therefore suggest that the whole of these expences should be included in one charge for Pilotage, and that the term "Boarding-Money" should be wholly discontinued.

As to the other branch of the subject, namely, the landing of Pilots from outward-bound vessels, we cannot coincide in the opinion expressed by the Select Committee on Pilotage, in 1833, that the Dover and Deal boatmen should have the exclusive privilege of landing Pilots from outward-bound vessels in the Downs. We do not conceive that there would be sufficient security for the performance of the work in all weather. In the evidence given before that Committee the boatmen themselves state that they "have plenty to do in bad weather, and only want something to keep them in fine;" and the whole tenor of it proves that no regulations could be framed which would sufficiently control the boatmen, and prevent them from deserting a trifling employment whenever one more profitable were in view.

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With reference to the question of licensing boatmen to conduct vessels into the Downs we submit that we have carefully examined the evidence taken before the above-mentioned Committee, and we are of opinion that it would not be expedient to carry that proposition into practice; but at the same time we admit the justness of the complaint of the boatmen, that when they have, with the consent of the master, conducted a vessel even as far as the Downs, they are frequently superseded by a Pilot, and are thus debarred from claiming any remuneration for their time and labour. This we propose to remedy by a general regulation, providing that if a master chooses to employ a boatman or any other person until a Pilot presents himself, the former shall be entitled to part of the whole charge for Pilotage, proportionate to the distance which he shall have conducted the vessel, provided he be not superseded by a regular Pilot within a reasonable distance after the vessel shall have come within the limits of Pilots' water.

As regards the supply of Pilots to the shipping arriving from the westward we conceive that it is of essential importance to the trade of the port of London that vessels should receive them before reaching the Downs. By a regulation of the Court of Lodemanage the two Pilot Cutters from Dover and Deal have, since April 1834, cruised in competition, instead of pursuing the former practice of cruising alternately; and the result appears, from the following returns, to have been attended with benefit.

		Shipped by the Pilot Cutters.*	Shipped by Boats from the Shore.*
Old system . .	Average of five years, ending Dec. 1833 .	1,046	951
New system .	Average of the years 1834 and 1835 . .	1,359	744

It is not our intention to recommend any alteration either in this system or in the present extent of the cruising ground, the limitation of which was made in order to counteract the evils which had previously existed; but, with the view of securing, if possible, a greater certainty of vessels being provided with Pilots, we think it advisable that a portion of the Cinque-Port Pilots should reside at Folkstone, and ship themselves thence from the shore. This recommendation is in unison with the evidence taken before the Select Committee in 1833, which establishes the fitness of that harbour, in every respect, as a station for Pilots.

On referring to the evidence which was given on former occasions we observe

	* Shipped by the Pilot Cutters.	* Shipped by Boats from the Shore.
1829	1,071	989
1830	1,013	728
1831	1,225	1,129
1832	932	851
1833	991	1,059
1834	1,415	720
1835	1,305	768

that some respectable shipowners have complained of being obliged to take the first Pilot that boards the vessel after her arrival off Dungeness; and they pray that they may have the privilege of choosing their own Pilot, which, they allege, would contribute much to the safety of shipping. This question applies equally to all other ports; and we recommend that the present system should not be altered, as it would tend to destroy competition among the Pilots in boarding.

Although not immediately within the province of this Commission, we have to notice a complaint which has been made to us, particularly by the Bristol Pilots, that they are obliged to pay Port dues in some places when driven in for shelter or for provisions; and it appears to us expedient that, when cruising, they should be exonerated from such charges.

A question which is of much importance, and has been strongly urged, relates to the existence of two sets of Pilots in the River Thames, as tending to increase the charge upon the shipowner. We do not, however, think that it would answer in practice to make an alteration, or that the real interest of the shipowner would be benefited by it. To save one expence a much greater would be incurred; "it would induce Pilots to prolong their absence from home in the expectation of meeting with a return ship, by which their habits would be in danger of being injured, and their casual expences materially increased;" and, now that they have the expeditious and cheap mode of conveyance by steam for their return home, there is less reason for making an alteration on the score of expence. But, besides these considerations, the more important one arises of Pilots not being found at their station to supply vessels requiring their assistance, for even now it not unfrequently happens in winter that Dover and Deal are left almost without Pilots.

Report, Selec Committee on Foreign Trad 1824, p. 10.

Another objection which has been made is against the double jurisdiction existing in the River Thames, and the distance of the seat of one from the principal place of traffic, and this we conceive stands upon better grounds. It has been represented that many just complaints against Cinque-Port Pilots have not been prosecuted by shipowners, in consequence of the trouble and loss of time which they would incur by applying to the Court of Lodemanage for redress; and a wish has been repeatedly expressed that power should be given to the Elder Brethren of the Trinity House to hear and determine complaints by or against Pilots belonging to the Cinque Ports, which suggestion fully met with the concurrence of a Select Committee of the House of Commons, who stated "that they had reason to believe that this arrangement would be acceptable to the parties concerned, and be the means of removing a serious grievance." We therefore recommend that such a power should be vested in the Trinity House, and that the party complaining should have the option of applying either to them or to the Court of Lodemanage, who should determine the same with the least possible delay.

Report, Selec Committee on Foreign Trad 1824, p. 10.

A very material feature in the true economy of any establishment wherein a numerous body of individuals are engaged is an adequate provision for the necessities of old age and sickness; and we regret to find that this important point has in many ports been altogether overlooked, while in others the fund has been established upon erroneous data, or has been inadequately supported. It is therefore highly desirable that a Superannuation Fund, to be called the "Pilots' Fund," should be established and maintained by each authority having jurisdiction in matters of Pilotage. The subject of deferred Annuities is now much better understood than formerly, and there are numerous tables in existence, the accuracy of which may be safely relied upon for determining the necessary contributions to be made; but it will be absolutely indispensable to guard against the errors which have already been committed, particularly such as have so completely alienated the Trinity House Fund from its original object, by giving the power to that Corporation to apply part of the fund to other purposes than a provision for the Pilots themselves; for no contribution which they are enabled to pay out of their earnings, unless the latter be fixed on an extravagant scale, can afford an allowance to their wives, widows, and children. However harsh it may appear to exclude in future these individuals from participating in the fund, yet justice dictates that the Pilots themselves should be first sufficiently provided for; or, if any provision be made for their widows and children, we would strongly recommend that it should be done by forming a separate and distinct fund, somewhat similar to that in existence among the Fellowship of Pilots belonging to the Cinque

Ports. This fund, however, should be confined to casual relief, and particularly to that of the families of Pilots who have perished in the discharge of their duty.

A brief analysis of the present state of the Pilots' Fund of the Corporation of Trinity House will best illustrate the subject. The fund is supported by an annual contribution of three guineas from each of the Pilots belonging to the port of London, by a per centage of 2½ per cent. upon the gross earnings of all the Pilots appointed by the Trinity House at the outports as well as in London, and by the interest upon a sum of £60,000 Stock, 3½ per cent. Reduced, which is the accumulated produce of the surplus Pilotage upon foreign vessels, granted by 48 Geo. III., c. 104, and 52 Geo. III., c. 39, and which was directed by those Acts to be applied "to the better support and maintenance of such *Pilots* as shall become incapable of discharging their duty from advanced age, or from any accident or permanent infirmity." The fund, however, was also applied to the relief of the wives, widows, and children of such Pilots, which application has been subsequently authorized by the 52d section of 6 Geo. IV., c. 125. Part of it is also devoted to the repair and maintenance of 20 almshouses, which are appropriated to the use of Pilots, their wives and widows. The result of this application of the fund is that of the present number of pensioners, amounting to 610, 296 are widows, 137 are children, and only 177 are Pilots.

The following is a table of the amount of pensions at present granted to the Pilots, which fully justifies the complaints of those at the outports that their superannuations are not adequate to the contributions which they have made to the fund :—

An Account of the Number of Pensioners on the Pilots' Fund of the Trinity House, and of the Amount of Pension granted to each Class.

Rates of Pension.	Class of Pensioners.	Pilots.	Widows.	Children.	Orphans.	Total.
£. s. d.	*Almspeople.*					
42 0 0 per an.	Pilots. Married	3	. .	. .	. .	3
28 0 0 ,,	Pilots. Single	6	. .	. .	. .	6
28 0 0 ,,	Widows of Pilots	. .	11	. .	. .	11
	Out-Pensioners.					
27 14 0 ,,	London Pilot. Single. Old system .	1	. .	. .	. .	1
18 9 6 ,,	London Pilots. Married	9	. .	. .	. .	9
13 17 0 ,,	Widows of London Pilots. Old system	. .	3	. .	. .	3
12 18 6 ,,	Outport Pilots. Married. New scale	92	. .	. .	. .	92
12 0 0 ,,	Outport Pilots. Married. Old scale	15	. .	. .	. .	15
11 2 0 ,,	London Pilots. Single	6	. .	. .	. .	6
9 0 0 ,,	Widows of London Pilots. New scale	. .	93	. .	. .	93
7 8 0 ,,	Outport Pilots. Single. New scale .	34	. .	. .	. .	34
6 0 0 ,,	Outport Pilots. Single. Old scale . .	11	. .	. .	. .	11
6 0 0 ,,	Widows of Outport Pilots	. .	189	. .	. .	189
1 4 0 ,,	Children of London and Outport Pilots	. .	. .	134	3	137
		177	296	134	3	610

We would urge strongly the advantage of having a fund established in each district, the extent of which should be determined by the Trinity House, as an encouragement to respectable Pilots, and a check upon those who are ill conducted, for we would suggest that the forfeiture of a licence through misconduct should involve a total loss of all interest in the Pilots' Fund. It should be sufficient to allow a pension of not less than £20 a-year to every Pilot after the age of 65 years, and a similar allowance in the case of such as are incapacitated in the discharge of their duty before they have reached that age.

We are aware, as the annexed table* will show, that considerable if not insurmountable difficulties exist with regard to a large proportion of the present Pilots, who, by reason of their age, could not contribute the requisite premium; but we conceive that there would be no difficulty in a prospective arrangement. The points to be guarded will be simply that the contributions from each Pilot be fully adequate to the benefits which he is to receive, and that there be a sufficient number of contributors to render the society secure, for among a very few individuals the law of average will not operate. The Select Committee on Friendly Societies

ort, 1825, p. 11.

* See Appendix B.

recommended that no society should consist "of fewer than 200 members." If, therefore, in any case it be deemed advisable to allow a district possessing a less number of members to establish a separate fund for themselves, care must be taken that an additional contribution be demanded to meet this contingency.

In order to simplify the arrangement we would further suggest that a scale should be calculated to determine the annual contribution payable by each Pilot upon the datum of his being at the time of his appointment twenty-one years of age, which should be paid by all alike; and that those who are hereafter appointed above that age should on admission pay to the fund a fine equivalent to the extra premium which they ought otherwise to contribute, which in particular cases might be permitted to be discharged by instalments.

As the framing of the requisite clauses for the formation of the proposed funds will require great care, and would considerably delay our Report, and as we are of opinion that they would be better prepared by persons more conversant with the principle of Annuities, upon which they must be based, we have not inserted in the outline of a Bill which accompanies this Report any provision for that purpose, or for the appropriation of the existing Pilots' Fund in the hands of the Trinity House of Deptford Strond.

Another subject which has engaged our attention has been the frequent accidents that have of late occurred from steam-vessels coming into collision with other vessels, and it appears that from the recent introduction of this mode of navigation no defined rules have been adopted to guard against such occurrences.

A Select Committee of the House of Commons was appointed in the year 1831 to consider the question of steam navigation, and the numerous accidents arising from the employment of steam-vessels. This branch of the subject came under their consideration, and in the Report which they laid before the House they expressed their opinion of the necessity of establishing some regulations, which they briefly suggested; these, however, have never been adopted, and the evil continues to increase.

With sailing vessels the rule which has been laid down and admitted in courts of law, viz., that, when two vessels meet upon contrary tacks, the one on the larboard tack shall bear up, and that upon the starboard tack shall keep her wind, has been attended with the best effect. We are aware that the same rule is not strictly applicable to steam-vessels, and that there exists great difficulty in treating a subject involving the varying nature of the circumstances in which steam-vessels are placed in a river as regards the state of the tide, the depth of water in the river, the draught of water of the steam-vessel, and particularly the more or less crowded state of the river, from the number of other vessels in motion, and their relative position. But rules upon this subject have been laid down, and are enforced, in the Firth and River of Clyde; and we consider it of the highest importance that some "rule of the road" should be established, to be acted upon whenever circumstances will admit. We therefore annex to our Report* a set of rules which have been laid before us, and which, we think, may be adopted with advantage.

As a check upon the dangerous practices to which masters of steam-vessels have too frequently resorted in their endeavours to outstrip their competitors, we would recommend that a severe pecuniary penalty, to be recovered in a summary manner, should be inflicted on any master who should wilfully and unnecessarily obstruct the passage of another vessel.

Having thus noticed those branches of the subject which appeared to require particular consideration, we now proceed to submit to your Majesty the outline of a general Act of Parliament, adapted to extend to all parts of the United Kingdom, which we recommend for the adoption of the Legislature.

We have endeavoured to draw it up with conciseness and clearness, rejecting all local provisions and temporary enactments; and as the class of persons for whose guidance and government it is framed are little acquainted with legal terms, we would strongly urge the expediency of freeing it, as much as possible, from legal technicalities and verbal redundancies.

The clauses† will explain *seriatim* the various provisions which we recommend, but we deem it right to point out briefly the principal alterations which are proposed.

* See Appendix C. † See Appendix A.

The provisions of the three first clauses have regard to the previous recommendation, that all existing rates and regulations of Pilotage, whether established by Act of Parliament or bye-laws, should be brought under the revision of the Corporation of Trinity House of Deptford Strond, and that no rate or bye-law should in future be made or altered without the sanction of that Corporation. As this plan necessarily involves the repeal of the present Act, 6 Geo. IV., c. 125, an exception is made in favour of the 20th section, which provides for the compensation to be made by the Lower-Book Pilots of the Cinque Ports to those of the Upper Book, in return for certain privileges conceded to them by the latter, who had possessed them exclusively previous to the passing of that Act. There are now only seven Pilots remaining who are entitled to this allowance, and we have therefore thought it better not to load a permanent Act of Parliament with a provision of a temporary nature.

No. 4 and 6. These clauses extend the power of the said Trinity House to appoint Sub-Commissioners of Pilotage. At present they possess that privilege in all parts of England for the regulation of which no local enactments have been made; but we consider it expedient to extend their jurisdiction to all parts of the United Kingdom in similar circumstances, to prevent the future introduction of separate local Acts.

No. 5 embodies our previous recommendation that a power should be vested in the Trinity House of Deptford Strond to hear and determine all matters of complaint made by or against Cinque-Port Pilots, leaving to the complainant the option of bringing the case before that body or the Court of Lodemanage.

No. 6 provides that the powers given to the Sub-Commissioners in the outports should be extended, and that they should have the same authority in all matters of Pilotage as is now possessed by any local body.

No. 8. That the power of appointing Sub-Commissioners for the government of Pilots should be extended to the Trinity House of Leith, and to the Corporation of Bristol.

> Complaints have been made that many parts of the coast of Scotland are inadequately supplied with Pilots. The jurisdiction of the Corporation of Bristol extends to all ports and places in the Bristol Channel to the eastward of Lundy Island. Since these privileges were conferred many ports in that Channel have greatly increased in trade, such as Swansea, Bridgewater, Cardiff, and Newport. The just request of the trade of these ports is that they may be made independent of the Bristol establishment, as they represent that they have a commerce fully equal to support one of their own. Great care, however, must be taken by the local authorities in that case to guard against the inconvenience which may arise from different sets of Pilots, belonging to those several ports, cruising on the same ground; for there will always be great difficulty, in the case of ships arriving at night, to distinguish to which port they are bound, and, more particularly in bad weather, it may tend to check the zeal of the Pilot to find that the first on board is not sure of the employment.

No. 9. That the Trinity House should have authority to appoint Commissioners wherever they may judge necessary, if the local bodies having that power shall neglect or refuse to exercise it.

No. 14. That, in pursuance of our previous recommendation, the number of Pilots to be fixed in each port or district should not exceed or fall short of the probable wants of the trade.

No. 16. That provision should be made to enable parties interested, with the sanction of the local authorities and of the Trinity House, to vary and adjust the rates of Pilotage from time to time, as circumstances may require, and also to establish and alter bye-laws.

No. 17 provides for such cases as that at St. Ives,* where the boatmen, combining together, refused to take out licences to act as Pilots, in order that they might be free from all restraint, and that no check might be put upon their exactions.

And although we think it right to continue the restriction which provides that, when a scale of rates is fixed, no greater or less rates shall be paid or received,—the intention of which is, on the one hand, to prevent Pilots from extorting, and on the other, from underworking one another,—yet we think that the severity of the present law might be so far mitigated as to enable the owner or master of a vessel to reward any signal example of energy or good conduct on the part of the Pilot.

* Evidence, 1824, p. 58.

No. 18. That, in order to render the examination of Pilots sufficiently strict, two of the senior Pilots should be chosen to assist the Commissioners therein; as we conceive that no person can be found so competent as examiners as those who are constantly engaged in that vocation.

No. 19. That many of the qualifications at present required from Pilots under local Acts of Parliament, are inexpedient and should be abolished.

There is a provision, for instance, in the present Pilots' Act, which requires that in the River Thames a candidate shall have served for a certain time either as a master or mate of a square-rigged vessel, which has frequently had the effect of preventing well-qualified and otherwise proper persons from receiving a licence. We have it even in evidence that unlicensed boatmen, in consequence of their superior knowledge of the River, are frequently employed and paid by the Pilots themselves to assist them in conducting vessels between London and Gravesend. The only qualifications should be perfect competency for the duty, suitable age, sound health, sobriety, and general good conduct.

No. 22. That a similar regulation to that which exists in some ports, requiring Pilots to execute a bond as security for their good conduct, should be made general.

No. 24. That the charges upon the Pilots for their examination and licences should be reduced to the lowest possible amount.

At present they vary very much in different ports: in the Cinque Ports the charge for examination and granting a licence, including a stamp, is no less than £14. 4*s*. 8*d*., while in other ports none whatever is made. In the outports under the Trinity House the annual charge for the renewal of a licence is £1. 1*s*. or £2. 2*s*., according to the size of the port or the number of the Pilots employed: in other places the Pilots are not obliged to renew their licences annually, and our attention has been called to the expediency of abolishing this regulation; but we submit our decided opinion that it is a wholesome rule, obliging the Pilots to exhibit themselves once a year to the governing authorities, thereby affording an opportunity of judging of their bodily and mental competency. The payment, however, for the renewal we would gladly have recommended to be discontinued, could we have devised any other mode of defraying the necessary expences of the Sub-Commissioners.

No. 27. That due provision should be made for preventing Pilots incapacitated by age or infirmity from continuing to act; but, however necessary this regulation may be, we fear there will be great difficulty in enforcing it, unless a fund be established which shall afford those Pilots who are obliged to superannuate a pension sufficient for their maintenance.

No. 34. That if a Pilot puts the owner of a ship to unnecessary expence, he should be liable to defray the same, not exceeding, however, the amount of his Pilotage. The existing law, which imposes a further penalty if an intention of fraud, or of connivance for the profit of another, can be proved, is retained; but the above provision has been introduced to meet the complaints which we have received of the practice, and of the inefficiency of the present law to punish it, owing to the difficulty of proving the existence of corrupt motives.

No. 35. The penalty of dismissal, being that of the greatest severity, should on any occasion be most cautiously enforced; but, when once carried into execution, we consider that, except under very peculiar circumstances, a Pilot should not be reappointed.

No. 36. That a Pilot, before quitting a vessel of which he has had charge, should obtain a certificate from the master thereof, which he should deposit with the authority under whom he holds his licence.

This is a regulation observed with much advantage in several ports, and we consider that it affords the means of ascertaining the true characters of the Pilots, and will serve as a check upon improper conduct, especially inebriety. It will also be less onerous in the port of London than the practice under the present law, which requires the name of the Pilot to be given in and registered before a vessel can be entered inwards at the Custom House. This is often attended with difficulty, and not unfrequently the name is given by guess.

No. 37. That each local authority should have power to compel the residence of Pilots at the places most suitable to the performance of their duties.

We have been induced to adopt this rule from the experience of its

advantageous effects at Bristol, but we are of opinion that it should be exercised with much discretion and judgment.

No. 39. Provision is made by this clause to enable Pilots to provide themselves with boats, where necessary, for landing and shipping themselves, which, we are of opinion should be done at their own expence; and the object of the limitation, which provides that no other person than the Pilots should derive any emolument from the employment of such boats, is to meet cases like that at Liverpool, which is complained of with great justice.

At the port of Liverpool eleven boats have been licensed for cruising with Pilots, which are owned by the masters of the boat, and such other Pilots belonging to the port as can raise sufficient capital to purchase a share. Some hold shares in more than one boat, and the extent and number of the shares depend upon each individual's opportunity and ability to purchase. The crew of each boat consists of two masters, one of whom always conducts the sailing of the boat, while the other remains at home, of a certain number of apprentices, and from ten to fifteen Pilots. The earnings are ascertained once a quarter, and, after deducting for provisions, contributions to the fund, &c., the residue is divided into shares, as follows:—

2 masters, one share each	2
(say) 10 journeymen, or licensed pilots, one share each	10
Owners for three apprentices, or two-thirds of three shares	2
Ditto unlicensed apprentices	1½
Ditto wear and tear of boat	2½

exhibiting a total of eighteen shares, when there are only ten Pilots on board.

It appears in evidence that the owners of one boat, No. 11, have divided a profit at the rate of £800 in one year; and the consequence has been to enhance the value of the Pilots' vessels from £1,200 or £1,400 their original cost, to between £4,000 and £5,000, and even more. This moreover does not include the allowance to the masters, who do not act as Pilots, and whose duty might, as in the Cinque Ports, be equally well performed by the senior Pilot on board.

We are of opinion that this system, in an establishment which appears otherwise well conducted, should be discontinued; but as the present owners of these boats have paid such exorbitant sums upon the faith of an existing Act of Parliament, they are fairly entitled to remuneration, which may be arranged in the following manner:—We would suggest that the ship-owners at Liverpool should continue to pay the present scale of rates at that port; but as those rates will, with attention to the proper retrenchment of expences, admit of considerable reduction, and still leave a liberal remuneration to the working Pilot, a new and reduced scale should be fixed for the payment of the Pilots; and the surplus arising from the difference between the old and new rates should be applied to the purchase of the existing interests in the boats, at the prices which the owners may have paid for them; and when all the boats have been thus purchased, the reduced table of rates should come into full operation.

No. 40. That in order to remove any want of uniformity, and all grounds for the plea of ignorance on the part of masters, one well known flag should be established throughout the ports of the United Kingdom for all vessels carrying Pilots. And as the practice has been long established in all parts of the world of hoisting at the fore the national jack of the country to which the vessel belongs as a signal for a Pilot, masters should be directed to be very cautious not to mislead distant Pilot boats by making any other signals at that mast-head.

No. 42. That a penalty should be attached to the offence of a Pilot omitting to board the first vessel presenting itself; complaints having been made to us that it is not an unusual practice for Pilots to pass on to a larger vessel, if in sight, in order to receive a higher rate of pilotage.

No. 50. That the bye laws for each district should define, clearly and distinctly, the limits of Pilots' water; and as shipowners are exonerated from all liability while in Pilots' water, it is necessary that great care should be taken in the framing and wording of these bye-laws, for, by a recent decision in the Court of Exchequer, in the case of Oliver v. Templar, a totally new construction has been put upon the present Act of Parliament.

No. 52. That a penalty should be inflicted on the master of any vessel who should make a false report that his vessel is employed in the coasting trade, when, in fact, it is bound to or from a foreign port; for it appears that this is not an unfrequent practice, in order to evade pilotage, and that there is no summary punishment for the offence.

No. 54. In considering the claims of various descriptions of vessels to exemption from the obligation to employ a Pilot, we have proceeded upon the principle that the only grounds which can entitle a vessel to that privilege are the circumstances of her draught of water being very small, or of her being commanded by a person well acquainted with the navigation of the port or district in which exemption is claimed.

The several suggestions upon this head which have been pressed upon our notice, are—

1. That it should be altogether optional to employ a Pilot.
2. That all vessels in ballast should be exempt.
3. That coasters should be everywhere exempt, not excepting those ports in which they are now compelled to take a Pilot.
4. That ships passing through Yarmouth Roads should be exempt.
5. That ships entering any bay or roadstead from distress of weather, contrary winds, or on account of accident, should be exempt.
6. That all steam-vessels should be exempt.

The first proposition would be found wholly inconsistent with the maintenance of an efficient Pilot establishment, and would only hold out a boon to the ignorant and foolhardy. With respect to the second, we see no reason why the underwriter on the ship should not be equally protected with the underwriter on the cargo, merely because the ship is in ballast: it must also be borne in mind that the Pilot establishment is principally maintained for the benefit of the foreign trade of this country, and that, if many exemptions be admitted, too great a charge will be thrown on the remainder.

The third head applies principally to Liverpool, where coasters above 100 tons burthen, or vessels which have not been employed in that trade for six months, are subject to pilotage, although it appears that they were formerly exempt, and it also applies to the ports of Ireland. In most other ports coasters are free, and, as their masters are generally good Pilots for the places which they frequent, we consider that such vessels should be placed on the same footing throughout the United Kingdom, and be everywhere exonerated from the obligation to employ a Pilot.

With reference to the fourth and fifth heads it appears, from the information we have received, that in passing through Yarmouth Roads the assistance of a Pilot is scarcely necessary; and we consider that the dictates of humanity urge the removal of every impediment to vessels taking shelter when in distress; for experience proves that masters are often deterred from seeking a safe asylum for their vessels, from the fear of incurring heavy charges for pilotage.

The last and most important of these suggestions refers to the subject of navigation by steam, a power which was not in existence at the time when the present pilotage laws were established. Urgent representations have been received upon this point, particularly from Liverpool, where complaints are made of "the severe exactions and charges levied upon the owners of steam-vessels" by obliging them to employ a Pilot, "when the masters and mates of such vessels, from their constant and regular use of the ports between which they daily ply, are well acquainted with such ports." It is admitted that a steam-vessel is piloted with much greater ease and safety than a sailing vessel; and it has been stated in evidence that at least one large company at Liverpool do not permit any Pilot to take charge of their vessels, although they may have one on board, and be obliged to pay the same as if he acted, because they consider that their own masters are better qualified than the regular Pilots. The charge, also, becomes very oppressive upon vessels which quit and enter a port daily. The same company at Liverpool were subject to no less a charge in the year 1834 than £2,890 for pilotage in the two principal ports which their vessels frequent, although, as before stated, the masters were not permitted to

allow a Pilot to act. As this, however, is a question involving not merely the risk of property to an immense amount, but, still more, the valuable lives of hundreds who daily embark in this class of vessels, we conceive that some regulation is absolutely necessary, as well for the ports in which steam-vessels, trading as coasters, are now exempt, as in those in which they are at present compelled to take a Pilot; and this becomes the more necessary as steam navigation is so rapidly increasing, both in extent and importance.

We would, therefore, recommend that all steam-vessels navigating between one port of the United Kingdom and another, and all steam-vessels navigating between a port of the United Kingdom and a foreign port, when the average time employed in such voyage does not exceed twenty-four hours, and having actually on board a master, mate, or other competent person, who has passed an examination for the district, should be exempt from employing a Pilot; and this we submit as the best, and, we believe, a sufficient security for this important branch of navigation.

We concur in opinion with the Select Committees of the House of Commons in 1824 and 1833, which recommended that regular traders between any port in the Thames or Medway, and any place between Boulogne and the Scaw, not exceeding 200 tons, should be exempt in the Thames, upon the ground of the general competency of the masters of such vessels, from the constant use of the same channels; but we would recommend that they should be placed under the same restriction as is proposed with respect to steam-boats; and we would impose the same upon vessels trading from the Rivers Thames and Medway to the Baltic and the North Seas, which, by the present Act of Parliament, are exempt from the obligation to take a Pilot; and this restriction would apply with equal force to all those foreign vessels which claim a similar exemption under any existing treaty.

With regard to the two last heads of exemption in the present Act, we would recommend their discontinuance. The privilege possessed by residents of the Cinque Ports, of conducting their own vessels without being obliged to employ a Pilot, has in practice led to much abuse; and there appears to be no sufficient reason why a vessel should be exempt within the limits of the port to which she belongs.

It is a matter of general complaint on the part of the Pilots that masters of coasters and other exempted vessels frequently employ hobblers and boatmen, in order to avail themselves of their knowledge as Pilots, though under the pretext of requiring their services for other purposes; but as the privilege of exemption which we propose should be conferred on the above classes of vessels rests solely on the ground of the masters being competent to pilot their own vessels, or having a certificated person on board, it by no means entitles them to employ unlicensed persons to assist them when their own knowledge is insufficient. The existence of this practice has arisen, we believe, from there being no pecuniary penalty directly attached to the offence; and we therefore propose one to the extent of £10, which will probably check the evil.

No. 55 provides for the examination of masters, mates, and other fit persons on board of such vessels as may be entitled to exemption under the above-mentioned limitations.

No. 58 provides for the compensation of unlicensed persons, as before alluded to in page 10, who, having taken charge of a vessel for a considerable distance, may be superseded by a Pilot, and deprived of all legal claim to remuneration.

No. 66. A representation having been made of the alleged hardship of making the agent of a vessel responsible for the amount of pilotage, we have given the subject our best consideration, but we do not advise any change in the present law.

No. 67. There appears to be some injustice in subjecting foreign vessels to the full amount of pilotage inwards for the whole distance of Pilots' water, whether a Pilot has presented himself or not; and we therefore recommend that payment should be limited to the actual distance piloted, provided that the regular signal for a Pilot shall have been made.

No. 74. All complaints respecting Pilots and Pilotage should be determined as speedily as possible, and not held suspended over the heads of the accused parties: we therefore strongly recommend that the period for commencing all proceedings for fines, &c., should be considerably reduced.

We have thus stated the general results of our inquiries into the various matters suggested in Your Majesty's Commission, as well as the measures which appear to us best calculated to ensure the establishment and maintenance of an efficient system of Pilotage throughout the United Kingdom, and which we now humbly submit to Your Majesty's gracious consideration.

Given under our Hands and Seals,

LOWTHER. (*L. S.*)
BUTE. (*L. S.*)
T. M. HARDY. (*L. S.*)
G. R. ROBINSON. (*L. S.*)
AARON CHAPMAN. (*L. S.*)
F. BEAUFORT. (*L. S.*)
OCTAVIUS WIGRAM. (*L. S.*)

25*th February* 1836.

APPENDIX.

APPENDIX (A.)

OUTLINE OF PROPOSED BILL.

I. That the Act 6 Geo. IV. c. 125, with the exception of sec. 20, and the Act 9 Geo. IV. cap. 86, shall be repealed.

And that all clauses, powers, matters, and things, relating to Pilots and Pilotage (except the power of licensing Pilots, and appointing committees and officers for the government of the same), which are contained in any Act or Acts heretofore made for any port or place in the United Kingdom, shall be repealed.

Provided that the repealing of such Acts and parts of Acts shall not revive any Acts or parts of Acts which were repealed by the same.

II. That all licences, rates of Pilotage, bye-laws, and appointments of sub-commissioners of Pilotage, made under any of the Acts or parts of Acts repealed as aforesaid, shall continue in force until they shall have been confirmed, annulled, or altered, as hereinafter provided.

III. That, within three months after the passing of this Act, every Authority in matters of Pilotage within the United Kingdom shall transmit copies of all laws, regulations, and rates in force within the limits of their several jurisdictions, together with any alterations which they may propose to make in the same, to the Corporation of Trinity House of Deptford Strond, who are required with all convenient speed to revise and deal with the same as is hereinafter provided, with respect to the establishment of bye-laws and rates.

IV. That the Corporation of Trinity House of Deptford Strond shall have power to examine and to license Pilots, to establish rates of Pilotage, and to make bye-laws, and annex reasonable penalties for the breach thereof, and shall at any time annul or alter any of the same in all districts, ports, or places in the United Kingdom, except in such districts, ports, or places, for which particular provision has been made by this or any other Act or Charter.

V. That the Corporation of Trinity House of Deptford Strond shall have power to hear and determine any complaint made by or against any Cinque-Port Pilot without referring to the Lord Warden of the Cinque Ports, and it shall be at the option of the complainant to bring his complaint either before the said Corporation, or before the Lord Warden of the Cinque Ports.

VI. That the Corporation of Trinity House of Deptford Strond shall in all ports and places in the United Kingdom, as they may think requisite (except as above), appoint Commissioners of Pilotage, not to exceed five, nor be less than three persons at each port or place, for the purpose of examining Pilots, and executing such matters relating to Pilots and Pilotage as the said Corporation may from time to time authorize and direct.

VII. That copies of all rates and bye-laws proposed to be enacted by the Corporation of Trinity House of Deptford Strond shall, before the same shall take effect or become binding on any person, be transmitted to the Commissioners of Customs in London, who shall cause printed copies to be hung up, as soon as the same can be done, in the usual place for such or similar notices in the Custom Houses of the principal ports in the United Kingdom, for the space of one calendar month; at the expiration of which time, if no objection has been made to the same, addressed to the Secretary of the said Trinity House, or if the said Corporation of Trinity House shall, after due inquiry, alter or refuse to alter the same, the said rates and bye-laws, as finally determined by the said Corporation, shall be transmitted to His Majesty's Privy Council, and shall be confirmed under their seal, and have the same force as if established by an Act.

Provided always, that if such rates and bye-laws shall appear to His Majesty's Privy Council to be in any point excessive, insufficient, or erroneous, they may withhold their assent from the same.

VIII. That the Corporations of the Trinity Houses of Hull, Newcastle, and Leith, and the Corporation of the City of Bristol, respectively, shall in all ports and places within the limits of their respective jurisdictions, as they may think requisite, appoint Commissioners of Pilotage, not to exceed five, nor be less than three persons at each port or place, for the purpose of examining Pilots, and executing such other matters relating to Pilots and Pilotage as the said Corporations, respectively, may from time to time authorize and direct.

IX. That if the said Trinity Houses of Hull, Newcastle, and Leith, and the said Corporation of the City of Bristol, respectively, shall refuse or neglect to appoint Commissioners at any port or place within their respective jurisdictions at which Pilots shall appear to be required, the Corporation of Trinity House of Deptford Strond shall have power, upon the complaint of any of the parties interested, to appoint Commissioners at such port or place in the same manner as hereinbefore provided for places within their own jurisdiction.

X. That all persons appointed to act as Commissioners of Pilotage, or to examine Pilots, shall make the following declaration:—

"I (*A. B.*) do affirm and declare, that I will diligently and impartially examine into the capacity and skill of persons applying to be licensed as Pilots in the art of piloting vessels into the roadstead, port, or harbour, and upon the coasts following, videlicet (*here describe the limits within which the persons examined are intended to act as Pilots*): and will faithfully and diligently execute all such other matters as I shall be authorized and directed by the Corporation or Society (*naming the same*), without favour, affection, fee, or reward, other

than such fees or rewards as are allowed by the bye-laws or regulations duly established in that behalf."

XI. That it shall be lawful for the Lord Warden of the Cinque Ports to appoint proper persons to examine and to license Pilots within the limits specified in the 14th section of 6 Geo. IV. c. 125, and in 9 Geo. IV. c. 86, s. 1, under the restrictions hereinafter provided.

XII. That the Lord Warden of the Cinque Ports, and all other bodies empowered to appoint Pilots under any Act or Charter, shall have power to establish rates of Pilotage, and make bye-laws, and annex reasonable penalties for the breach thereof, within the limits of their respective jurisdictions, and at any time to annul or alter any of the same.

Provided always, that no rates or bye-laws shall be made or altered without the sanction of the Corporation of Trinity House of Deptford Strond, as hereinafter provided.

XIII. That copies in duplicate of all rates and bye-laws proposed to be enacted by the Lord Warden of the Cinque Ports, or by any Authority in matters of Pilotage in the United Kingdom (except the Corporation of Trinity House of Deptford Strond), shall, before they shall have force or effect, be transmitted to the said Corporation of Trinity House, who, if the same shall appear to require no alteration, shall send one of the copies to the Commissioners of Customs, but, if otherwise, shall annul or alter the same as they shall think requisite, and shall send a copy of the same so altered to the said Commissioners, who shall cause copies thereof, whether the same shall have been altered or not, to be hung up for the space of one calendar month in the usual place for such or similar notices in the Custom Houses in London, and in each port within which the same are to take effect; at the expiration of which time, if no objection has been made by any party interested, either to the Corporation of the said Trinity House, or to the local Authority by whom the same have been proposed, they shall be confirmed under the seal of the said Corporation, and have the same force as if established by an Act.

Provided always, that in the case of the Trinity House annulling or altering any such rate or bye-law, an appeal may be made to His Majesty's Privy Council against their decision by any of the parties interested.

XIV. That, in each port or district of the United Kingdom, the number of Pilots to be licensed to act therein shall be determined by the local Authority, with the sanction of the Trinity House, and shall not be increased or diminished without the sanction of the said Corporation.

XV. That all bye-laws and rates made and confirmed as aforesaid shall be printed, and copies hung up in the usual places for such or similar notices in the Custom Houses of the several ports or places within which the same respectively shall have force; and copies thereof shall be deposited at the Trinity House of Deptford Strond, to be there open to the inspection of the public, at all seasonable hours, without fee or reward.

XVI. That if any number of Pilots, not being less than one-third of the whole number licensed for any port or place, or if any five or more owners of ships interested, shall at any time be dissatisfied with the rates or bye-laws in force therein, it shall be lawful for them in the first instance to apply to the local Authority for Pilotage; and if the cause of complaint is not removed within a reasonable time they may appeal, in the case of ports within the jurisdiction of the Trinity House, to the Privy Council, and in all other ports and places to the Trinity House of Deptford Strond, who shall respectively be required to determine and settle the same.

XVII. That in any port or district for which Pilots have been licensed, or rates have been duly established, no greater nor less rates or other reward for pilotage shall under any pretext be solicited or offered, paid or received, under the penalty of ten pounds for each offence, to be paid as well by the person soliciting or receiving, as by the person offering or paying the same.

Provided, that if in any port or district the persons acting therein as Pilots shall refuse to take out licences, the Authority within whose jurisdiction such port or district may be situated shall establish rates of Pilotage therein, and no greater nor less rates shall be solicited or paid therein to or by any person, notwithstanding any agreement to the contrary, under the above-cited penalties.

Provided always, that nothing herein contained shall prevent any master or owner from giving an extra gratuity to Pilots in cases of extraordinary exertion, with the consent in writing of the local Authority.

XVIII. That in each port or district all persons applying to be licensed as Pilots shall be examined by a majority of the persons constituting the Authority therein for that purpose, or, if the number of the latter exceed five, by three at least, who shall be assisted by two of the senior Pilots belonging to the port or district for which such persons shall be examined.

XIX. That no person shall hereafter be licensed to act as a Pilot who shall at the time of his first appointment be under twenty-one or above thirty-five years of age, or who shall not be in sound health, or who shall not furnish satisfactory testimonials of his sobriety and general good conduct.

That no person shall be licensed as a Pilot who shall not have been examined and have proved himself well acquainted with the working of a ship, the tides, shoals, currents, rocks, and the navigation generally, within the district for which he applies to be licensed.

XX. That no Pilot shall take charge of any vessel of large draught of water until he shall have acted a certain period as a Pilot, and shall have been re-examined and licensed accordingly; the limitations of which draught of water and period of time shall be established in each port or district by a bye-law. And every Pilot offending against such regulation, except in the absence of a duly-qualified Pilot, shall forfeit for each offence ten pounds.

XXI. That after the examination and approval of any person to act as a Pilot, and before he shall receive a licence, his name, together with his age and usual place of abode, shall be suspended for the space of ten days in the usual place for such and similar notices in the several Custom Houses within the port or district for which he has been examined and approved, in order that time may be given for any person to lodge an appeal against his appointment.

And if any objection shall be offered against any such appointment, inquiry shall be made into the grounds thereof, and, if found valid and sufficient, no licence shall be granted to the person so objected to.

XXII. That every person heretofore or hereafter to be appointed as a Pilot shall execute a bond for one hundred pounds, to be free from stamp duty, and from any charge or fee beyond the actual expense thereof, for securing his obedience to the acts and bye-laws regulating his port or district.

That bonds already given shall remain in force, unless new bonds shall be required.

Provided that no Pilot who shall have executed such bond shall be liable for neglect or want of skill beyond its penalty, and the amount of pilotage payable to him in respect of the voyage on which he shall then have been engaged.

XXIII. That every Pilot on his appointment shall receive a licence, which shall be free of all stamp duties, containing his name and usual place of abode, together with a particular description of his person, and a specification of the several ports and districts for which he is licensed; which licences shall continue in force for one year, and shall require to be renewed in the month of January in each year, which renewal is to be by endorsement on such licences respectively by the secretary or other person duly authorized by the Authority granting the same; and a registry of such appointments shall be kept at the Custom House of each respective port or place, and copies shall be sent in the month of January, in each year, to the Trinity House of Deptford Strond and to the Commissioners of Customs in London, there to be registered; which registries shall, at all seasonable hours, be open to public inspection, without payment of any fee.

XXIV. That no payment shall be demanded or taken from any Pilot, either for his examination, or for the granting or renewal of his licence, beyond the actual reasonable expences attending the same, which shall be determined in each port by a bye-law.

XXV. That no Pilot shall take charge of any ship, or in any manner act as a Pilot, without having his licence at the time of his so acting in his personal custody, and producing the same to the master of any ship or other person who shall be desirous of employing him; and any Pilot refusing to produce his licence, when at any time called upon by such master or person employing him, shall forfeit for the first offence not more than ten pounds nor less than two pounds, and for a subsequent offence shall be suspended or dismissed.

XXVI. That every pilot appointed within the United Kingdom shall, upon receiving his licence, be furnished with a copy of this Act, together with a copy of the rates and bye-laws established within the port or district for which he is licensed, which he shall produce to the master of any ship, or other person employing him, when required to do so, under the penalty, in case of noncompliance, of five pounds.

XXVII. That whenever any Authority shall have reason to believe that any Pilot by them licensed is in any way incapacitated by age or infirmity, they shall have power to re-examine him, and to suspend or revoke his licence, as the case may require.

XXVIII. That every Authority in the United Kingdom shall have power to revoke or suspend the licence of any Pilot by them appointed, in such manner, and at any such time, as to them shall seem meet.

Provided always, that any Pilot so suspended or dismissed may, at any time within six months, upon giving notice to the Authority by whom he was suspended, appeal, in the case of Pilots appointed by the Trinity House of Deptford Strond, to the Privy Council, and in all other cases to the said Trinity House.

XXIX. That every Pilot, when required by the Authority who appointed him, shall produce or deliver up his licence; and, on the death of any Pilot, the person into whose hands his licence shall come shall, without wilful delay, transmit the same to the Authority who appointed the said Pilot, under a penalty, in either case, of not more than fifty pounds, nor less than two pounds.

XXX. That no Pilot shall quit his station without the leave in writing of the Authority by whom he was appointed, under the penalty of suspension for the first offence, and dismissal for the second.

XXXI. That any Pilot lending his licence, or acting as a Pilot when under suspension, or any person, not being licensed, who shall act as a Pilot with a borrowed licence, or under pretext of being licensed, shall forfeit for each offence not more than one hundred pounds, nor less than twenty pounds.

XXXII. That if any Pilot shall keep, or be concerned or interested in keeping, by any agent, servant, or other person, any public house, or place of public entertainment, or in the selling of any wine, spirituous liquors, tobacco, or tea; or shall be in any way concerned in any direct or indirect fraud against the revenues of Customs or Excise, or in any offence against the laws relating thereto; or shall be in any way, directly or indirectly, concerned in any corrupt practices relating to vessels, their tackle, furniture, cargoes, crews, or passengers, or to persons in distress at sea, or by shipwreck, or to the moneys, goods, or chattels of any of them; then, and in every such case, every Pilot shall (over and above all other punishments and penalties for such offences) be subject to suspension or dismissal.

XXXIII. That if any Pilot or unlicensed person taking charge of a vessel shall wilfully or negligently run her ashore, or lose or injure the same, or the tackle or furniture thereof, or shall wilfully conduct any vessel into danger in any manner not already provided against by any statute; or shall unnecessarily cut or slip, or cause to be cut or slipped, any cable belonging to any vessel; or shall, by wilful misrepresentation of circumstances, endeavour to obtain the charge of any vessel; then, in each case, any Pilot or person so offending, or who shall aid in or connive at the committing of any such offence, shall, besides being liable to damages at the suit of the party aggrieved, forfeit a sum not exceeding one hundred pounds, nor less than ten pounds; and, if the offender be a Pilot, he shall be further liable to suspension or dismissal.

XXXIV. That if any Pilot shall employ, or require any Master of a vessel to employ, any boat, anchor, cable, hawser, or other stores, matter, or thing, beyond what shall *bonâ fide* be necessary for the service of such vessel, the master or owner may demand a survey by a proper person appointed by the Authority in the first port or place at which such vessel shall arrive, or in the port or district to which such Pilot belongs, for which survey the person making the same shall be paid one guinea by the party against whom he shall decide; which person so appointed shall determine whether such boat, or other matter or thing, was necessary or unnecessary: in which latter case, the cost of the same shall be deducted from the Pilotage due to the said Pilot, to the extent of such Pilotage, and no further.

Provided always, that if it can be proved that the unnecessary employment of such boat or other matter or thing was required with the intent wilfully to increase the emolument of such Pilot or of any other person whatever, then and in every such case the Pilot so offending shall forfeit his Pilotage, and be further liable to a penalty of not more than fifty pounds, nor less than ten pounds, and to suspension or dismissal.

XXXV. That no Pilot who has been dismissed for improper conduct shall be again licensed as a Pilot by any Authority whatever, except upon the direct application of the Authority by whom he was dismissed to the Trinity House of Deptford Strond, and the sanction of that Corporation, ratified by the Privy Council.

XXXVI. That every Pilot before quitting the vessel on board of which he has been employed shall sign his name in the log-book of such vessel, and shall present to the master thereof a certificate in the following form: viz.—

> "I, master of the (*name of vessel*) of (*number of tons*) registered tons, and drawing (*number of feet*) feet, and (*number of inches*) inches water, do certify that (*name of Pilot*), Pilot, boarded my vessel at (*name of place*), and conducted her to (*name of place*), and behaved himself with sobriety, and to my satisfaction."

N.B. The words "with sobriety, and to my satisfaction," are to be erased if the Pilot is not deserving of that character, and any observation substituted which the case may require.

Which certificate the said master is required, under a penalty of ten pounds, to fill up and sign; and every master refusing to allow the Pilot to sign his name in the log-book shall forfeit ten pounds, and every Pilot not inserting his name, or who shall insert a false name, shall forfeit not more than fifty pounds, nor less than five pounds.

And every Pilot who shall wilfully deface or alter such certificate, or who shall neglect to lodge the same at the first opportunity, or at such time as may be appointed by a bye-law, in the office of the Authority by whom he was licensed, shall forfeit and pay not more than twenty pounds, nor less than two pounds. And a registry of such certificates shall be kept at the office of each respective Authority, and be open to public inspection at all seasonable times, without payment of any fee.

XXXVII. That each Authority shall have power to determine, by a bye-law, at what places within the limits of their respective jurisdictions all or any part of the Pilots by them licensed shall reside; and any Pilot neglecting or refusing to obey, shall be liable to suspension or dismissal.

XXXVIII. That each Authority shall have power to determine by a bye-law in what number and in what manner the Pilots within their respective jurisdictions shall cruise at sea for the purpose of boarding inward-bound vessels.

XXXIX. That each Authority may license vessels of such description as they shall think fit for the purpose of having Pilots constantly at sea.

And it shall be lawful for any number of Pilots, with the consent of the Authority by whom they were appointed, to constitute a joint stock company or companies for the providing and maintaining of such Pilot vessels; which companies and vessels shall be subject to such regulations as shall be established by the said Authority.

Provided that no Pilot or other person (except the crews of such Pilot vessels not being Pilots) shall derive any profit or emolument whatever from the employment of such Pilot vessels.

XL. That every boat or vessel in the Pilot service of any Authority, or belonging to a Pilot, shall have black sides, and the upper streak next the gunwale painted white; and shall, while afloat, carry a flag at the mast head, or on a sprit or staff, or in some other equally conspicuous situation, which flag shall be of large dimensions, proportioned to the size of the boat or vessel carrying the same, and shall be half red and half white, in horizontal stripes, of which the uppermost shall be white, which flag shall at all times be kept in a clean and distinct condition; and every such boat or vessel shall also have the name of the principal Pilot or owner thereof painted on her stern in broad white letters, three inches long, on a black ground; and on each bow and mainsail a letter or number to be peculiar to the port, which name and letter or number shall not be wilfully concealed by any person at any time; on pain of forfeiting for the omission or evasion of any of the foregoing provisions a sum not exceeding twenty pounds,

to be paid by the senior Pilot on board, who shall be answerable for the due observance of the matters aforesaid by every person on board such boat or vessel.

And in case any Pilot shall be carried off in any boat or vessel other than as above described, such Pilot shall exhibit a similar flag to distinguish that such boat or vessel has a Pilot on board, under a penalty of twenty pounds; unless such Pilot shall show reasonable cause for having omitted to exhibit such flag.

XLI. That if any boat or vessel, not having a licensed Pilot on board, shall carry such distinguishing flag as aforesaid, the owner or master having charge thereof shall for every such offence forfeit and pay a sum of fifty pounds.

XLII. That every Pilot shall be bound to board the first vessel which presents itself having the signal for a Pilot hoisted, under a penalty of not more than twenty pounds, nor less than five pounds.

Provided that if any vessel in distress, having the signal for a Pilot hoisted, shall be in sight, such Pilot shall give her the preference.

XLIII. That if any Pilot shall refuse to conduct any vessel, of which he may be in charge, into any port or place within the limits of his licence, when he shall at any time be required to do so by the master thereof, he shall forfeit the whole of his Pilotage, and pay a fine of not more than twenty pounds nor less than five pounds, and be further liable to suspension or dismissal.

XLIV. That any Pilot who shall, when not actually engaged in his capacity of Pilot, decline or wilfully delay to go off to or take charge of any vessel being within the limits of his licence, upon the usual signal for a Pilot being made by such vessel, or upon being required to do so by the master, owner, agent, or consignee thereof, or any officer of the corporation or society to which such Pilot shall belong, or any principal officer of His Majesty's customs, shall forfeit for every such offence not more than fifty pounds, nor less than five pounds, and be further subject to suspension or dismissal.

Provided always, that if any such Pilot shall be able to prove to the corporation or society to which he belongs, that he was prevented from complying by illness or other sufficient cause, he shall not be liable to the above penalty.

XLV. That if any Pilot shall quit any vessel of which he has charge, without the consent of the master thereof, before the service for which he was hired has been performed, he shall forfeit the whole of his Pilotage, and pay a fine of not more than twenty pounds, nor less than five pounds, and shall be further liable to suspension or dismissal.

XLVI. That whereas by certain Acts of Parliament Pilots are required, on boarding certain vessels, to give information to the commanders thereof respecting proclamations and orders in council relative to the performance of quarantine, the Commissioners of Customs in London shall, from time to time, with all convenient speed, transmit to their principal officer at each port a list of the Pilots who reside within the limits of such port, according to the returns received by the said Commissioners, as provided in the 23d section, and the said officers of customs shall deliver copies of all such proclamations and orders in council to each Pilot, within the limits of their respective ports.

XLVII. That every Pilot detained in quarantine on board any vessel of which he shall have charge, shall be entitled, over and above his Pilotage, to a certain sum per diem; and, in cases where his diet is not found, to a certain further sum per diem for the days which he shall be so detained, exclusive of the days of arrival and departure, which sums shall be fixed by a bye-law.

XLVIII. That every Pilot shall conform himself strictly to all directions which shall be given to him by any dock master, harbour master, or other officer duly appointed for the same purpose under any other name, in any port or anchorage ground, touching the mooring, unmooring, placing, or removing of any vessel under his charge, as long as such vessel shall be within the limits of the authority of such officer, under the penalty of not more than twenty pounds, nor less than two pounds.

XLIX. That if any boat or vessel, having a Pilot on board, shall lead any vessel which has not a Pilot on board, when such vessel cannot from particular circumstances be boarded, such Pilot so leading such vessel shall be entitled to the full Pilotage for the distance run, as if he had actually been on board and had charge of such vessel.

L. That the bye-laws for each district shall define the limits within which the masters of vessels shall be obliged to employ a Pilot, both inwards and outwards respectively, without any reference to the class of Pilot.

LI. That every Master of a vessel, not hereinafter exempted from taking a Pilot, shall, upon approaching such limits, display and keep flying until a duly licensed Pilot shall have come on board, or the vessel shall have passed such limits, or reached its destination, the signal for a Pilot, which signal shall be the national jack at the fore.

The penalty for not displaying such flag as aforesaid to be ten pounds.

LII. That the Master of every vessel shall, whenever required by the Pilot having charge thereof, inform the said Pilot of the draught of water of such vessel; and any such Master refusing to report the draught of water of such vessel, or reporting or being privy to any other person reporting to such Pilot a false account of the same; or any Master who shall make a false report that his vessel is employed in the coasting trade, when in fact it is bound to or from a foreign port, shall forfeit and pay in any or every such case a sum not exceeding twenty pounds, nor less than five pounds.

LIII. That any Master of a vessel who shall wilfully and unnecessarily obstruct or attempt

to thwart the passage of another vessel, shall (over and above any expenses to which he may become liable for damage done) forfeit and pay a sum not exceeding twenty pounds.

LIV. That the Master of any of the following vessels may lawfully, without being subject to any of the penalties imposed by this Act, conduct the vessel of which he is master when and so long as he shall do so without the assistance of any unlicensed person, other than the ordinary crew of such vessel: viz.—

All ships and vessels belonging to His Majesty, his heirs and successors.

All packets under contract to carry the mail.

British vessels not exceeding sixty tons register.

Sailing vessels employed in the coasting trade of the United Kingdom.

British vessels trading to and from Guernsey, Jersey, Alderney, Sark, and Man.

Steam vessels navigating between one port of the United Kingdom and another, provided that they shall have actually on board, and duly rated on the ship's articles, a master, mate, or other competent person, who shall have passed an examination as hereinafter provided for the port or district in which such steam vessels shall be employed.

All vessels entering any bay or roadstead of the United Kingdom from distress of weather, contrary winds, or on account of accident.

British vessels while passing through Yarmouth Roads.

British vessels navigating between the river Thames and any of the ports or places following, provided that they shall have actually on board and duly rated on the ship's articles a master, mate, or other competent person, who shall have passed an examination as hereinafter provided for the respective channels which such vessel shall use, viz.—

British vessels trading to Norway.
„ „ to the Cattegat.
„ „ to the Baltic.
„ „ round the North Cape.
„ „ into the White Sea.

Regular British traders to or from any port between Boulogne, inclusive, and the Scaw, if using the North Channel; and any such regular trader not exceeding two hundred tons burthen, whether using the North or any other Channel.

Steam vessels navigating between any port of the United Kingdom and a foreign port, when the average time occupied in such voyage does not exceed twenty-four hours.

Provided always, that if the master of any vessel as aforesaid shall employ any unlicensed person, other than the crew of such vessel, to pilot or assist in piloting the same, unless it shall appear that the usual signal had been made as aforesaid for a Pilot, such master shall forfeit the sum of ten pounds to any Pilot who shall first inform against him.

LV. That any master, mate, or other person, belonging to any such vessel as aforesaid, upon giving due notice to the local authority, shall be examined in the same manner as any person applying to be licensed as a Pilot, for which examination he shall pay the same as a Pilot, and if found competent shall receive a certificate, which shall entitle him to take charge of any vessel hereinbefore exempted from taking a Pilot, so long as he shall be actually engaged in and rated in the ship's articles, within the limits for which he shall have proved himself competent, which limits shall be described in such certificate.

Provided that if any master, mate, or other person so licensed shall pilot any vessel, other than such as have been hereinbefore exempted from taking a Pilot, he shall be considered and dealt with as an unlicensed person.

LVI. That His Majesty may by an Order in Council authorize foreign vessels, not exceeding the burthen of sixty tons, to be conducted without having a Pilot on board, upon the same terms as hereinbefore imposed on British vessels not exceeding the like burthen.

LVII. That no Pilot shall be taken to sea, or beyond the limits of his district, by the commanding officer of any of His Majesty's ships, or by the master of any other vessel, without such Pilot's free consent, except under circumstances of unavoidable necessity; in which case every Pilot shall be entitled, over and above his Pilotage, to a certain sum per diem, to be determined in each port by a bye-law, which shall be computed from and inclusive of the day on which such vessel shall pass the limit to which such Pilot was engaged to pilot her, up to and until he shall be returned to the port or place where he was taken on board, or until he shall have been discharged from the vessel for a sufficient time to have enabled him to return there.

LVIII. That any Pilot, within the limits of his licence and the extent of his qualification, may supersede an unlicensed person, or a Pilot acting beyond the limits of his licence or the extent of his qualification; and every person not so licensed, or Pilot not so duly qualified, who shall assume or continue in charge of a vessel after such licensed or duly qualified Pilot, as the case may be, has offered himself, shall forfeit not more than twenty pounds, nor less than two pounds.

Provided always, that the proportionate sum to which any unqualified person is entitled for the distance which he shall have conducted a vessel, before a duly qualified Pilot has offered himself, shall be deducted by the master of such vessel from the Pilot's charge, and paid to the said unqualified person; and to prevent disputes the Authority within the port or district, in which such service may be performed, shall determine by a bye-law the proportionate sums to which each party is entitled.

LIX. That the Master of any vessel, not hereinbefore exempted from taking a Pilot, who shall act himself, or shall employ an unlicensed or not duly qualified person to act as a Pilot, after a licensed or duly-qualified Pilot respectively shall have offered himself, or shall have made the usual signal for that purpose, being at the time within a reasonable distance, or who shall refuse to take or assist in coming on board any Pilot, shall forfeit for every such offence

double Pilotage, to be recovered in the same way as regular Pilotage, for the first offence, and for each subsequent offence an additional penalty of not more than fifty pounds, nor less than twenty pounds.

LX. That no unlicensed or unqualified person acting as a Pilot, and no master of a vessel employing such person, when and as long as no duly-licensed or qualified Pilot respectively shall have offered himself, or when such vessel shall be in distress or danger, or when circumstances shall render it necessary for the master of such vessel to avail himself of the best assistance which can at the time be procured, shall be subject to any penalty for so acting, or for employing such person.

LXI. That when any vessel shall have been brought into port, the owner, agent, or master thereof may afterwards remove such vessel in such port for the purpose of changing her moorings, or entering in or going out of any dock, without being obliged to employ or pay for a Pilot.

LXII. That no owner or master of any vessel shall be answerable for any loss or damage which shall happen to any person from no licensed or duly-qualified Pilot respectively being on board of such vessel, unless it shall be proved that the want of such licensed or of such duly-qualified Pilot respectively has arisen from any refusal to take such licensed or duly-qualified Pilot on board, or from the wilful neglect of the master thereof in not hoisting the signal for a Pilot, or in not heaving to, or using all practical means, consistently with the safety of such vessel, for the purpose of taking on board any Pilot who shall be ready, and offer to take charge of the same.

LXIII. That no owner or master of any vessel shall be liable in any case for any loss or damage caused by such vessel beyond the value of such vessel and her appurtenances, and the freight due, or to grow due, for the voyage wherein such loss or damage may happen.

LXIV. That no owner or master of any vessel shall be answerable for any loss or damage which shall happen to any person through the neglect or incompetency of any duly-qualified Pilot acting in charge thereof, or of any licensed Pilot, when no duly-qualified Pilot shall have offered to take charge thereof.

LXV. That nothing herein contained shall prevent any person from recovering upon any contract of insurance or other contract relating to any vessel, for loss or damage caused by the neglect or incompetency of any Pilot duly acting under the provisions of this Act, or by reason of no licensed or duly-qualified Pilot being on board, unless it shall be proved that the want of such licensed or duly-qualified Pilot respectively shall have arisen from any refusal to take the said Pilot on board, or from the wilful neglect of the master of such vessel in not hoisting the signal for a Pilot, or in not heaving to, or using all practicable means, consistently with the safety of such vessel, for the purpose of taking on board any Pilot who shall be ready and offer to take charge of the same.

LXVI. That the Pilotage due for any British vessel may be recovered from the owner or master of such vessel, or from the consignees or agents thereof, who shall have paid, or made themselves liable for any payment, on account of such vessel, in the port, of her arrival or delivery as to Pilotage inwards, and in the port whence she shall sail, as to Pilotage outwards; which Pilotage may be levied by summary process before any justice or magistrate in like manner as any penalty not exceeding twenty pounds, demand thereof being made in writing at least fourteen days before such levy.

LXVII. That the master, or consignee, or agent, of every foreign vessel which shall enter into or sail from any port of the United Kingdom, shall, within fourteen days after the vessel's reporting inwards, pay, or cause to be paid, to a receiver to be appointed by the local authority for Pilotage, the full Pilotage both inwards and outwards to which such vessel shall be subject, viz.—

As to vessels inwards, the full amount of Pilotage for the distance piloted.

As to vessels outwards, the full amount of Pilotage for the distance required by law.

Provided always, that if such Pilotage shall not be paid within the fourteen days so specified, the same may be recovered from the master of such vessel or from the consignees or agents thereof, who have paid, or made themselves liable to pay, any other charge for such vessel, in the same manner as the Pilotage of a British vessel.

LXVIII. That the consignee or agent of any vessel may retain out of any monies which he has received, or may receive, on account of such vessel or its owner, so much as shall discharge any Pilotage which he has paid, or which has been, or may be, recovered from him, and any expenses attending the same.

LXIX. That the person so appointed in each port to receive the Pilotage of foreign vessels shall give to the person paying the same a certificate thereof in writing, and no such vessel shall be cleared at the office of His Majesty's Customs on her outward voyage without the production of such certificate.

LXX. That the aforesaid receiver shall pay over to the Pilot or Pilots who shall give satisfactory proof of his or their having had charge of such vessel, such sum out of the said monies, after deducting the poundage payable therefrom, as he or they may be entitled to; and if an unlicensed person shall have conducted such vessel inwards, no Pilot having offered himself, the said receiver shall pay him such sum, after deducting the poundage, as he would have been entitled to had he been a licensed Pilot.

And any residue remaining in such receiver's hands shall, together with the poundage deducted as aforesaid, be carried to the Pilot's fund.

LXXI. That in order to prevent or settle controversies concerning the draught of water of foreign vessels, each local Authority shall appoint some proper person in their respective ports, who, whenever any difference shall arise between the master of any such vessel, and any person

employed or required to pilot the same, shall, upon application being made to him within 12 hours after the arrival of such vessel, or before her cargo shall be begun to be unladen, if inward bound, and before such vessel shall quit her moorings, if outward bound, admeasure the said vessel, and settle the difference between the parties; for which admeasurement the person making the same shall be paid by the party against whom he shall decide such reasonable sum as shall be fixed in each port, by a bye-law to be made for that purpose.

LXXII. That all penalties imposed by any Act relating to Pilotage, or by any bye-law made under the same, may be recovered, with costs of suit, in the following manner: viz.—

All penalties wherein the greatest amount recoverable does not exceed twenty pounds, and all penalties wherein the greatest amount recoverable exceeds twenty pounds (in cases where the party prosecuting shall, with the written consent of the authority within whose district the offence was committed, or by whom the offender, if a Pilot, has been licensed, proceed for a sum not exceeding twenty pounds), may be recovered by summary proceeding before any one or more justices of the peace, or magistrates residing near to the place where the offence was committed, or where the offender shall be; which justice or magistrate may levy by distress and sale of the offender's goods, and if the amount be not paid may commit the offender to gaol for a time not exceeding six months, nor less than twenty-one days.

And all penalties exceeding twenty pounds shall be recoverable, with the consent in writing of the authority within whose district the offence shall have been committed, or by whom the offender, if a Pilot, has been licensed, in any of His Majesty's Courts of Record.

LXXIII. That any person convicted by any justice or magistrate as aforesaid, may, within three months after such conviction, appeal to the Quarter Sessions, first giving 10 days' notice of such appeal to the person appealed against, and within 14 days after such notice entering into a recognizance, with sufficient sureties, to try such appeal, and abide by the same; and the justices at the said Quarter Sessions may hear and determine the matter, and award costs.

LXXIV. That any proceedings by summary process, before a justice or magistrate, shall be commenced within two months after the offence was committed.

And any action in any of His Majesty's Courts of Record shall be commenced within six months after the same.

Provided that if it shall be made to appear, as soon as the circumstances of the case shall reasonably admit, that any such proceeding or action has been delayed by reason of the absence of either party thereto, or of any necessary witness, then the Authority within whose jurisdiction the offence was committed, or by whom the offender, if a Pilot, was licensed, shall, upon affidavit of such circumstances being made to them in writing, if the same be found sufficient, authorize the commencement of such proceedings or action within such further time as they shall think proper.

LXXV. That all penalties, not otherwise specially applied, shall, when recovered, be applied and divided in the following manner:—

One-third to the person who shall inform or sue for the same, and the remainder to the Pilot's fund of the district in which the offence was committed.

LXXVI. That all provisions and penalties contained in an Act passed in the eighth year of the reign of Queen Elizabeth, or any other Act or Acts made and in force for the preservation of sea-marks and beacons, shall extend to all vessels duly appointed to exhibit lights therein for the preservation of vessels at sea, and to all persons removing, injuring, or destroying such vessels or lights, which offences may be laid and tried in any county in the United Kingdom.

LXXVII. That every person who shall ride by, make fast to, or remove, or wilfully run down, or run foul of any vessel placed to exhibit lights, or any buoy or beacon belonging to or placed by any corporation or society having lawful authority to place the same, shall, besides being liable to the expense of replacing or making good any damage occasioned thereby, forfeit for every such offence any sum not exceeding fifty pounds, nor less than ten pounds, to be recovered by action of debt, bill, plaint, or information, in which no essoign, protection, privilege, wager of law, or more than one imparlance shall be allowed; one-third of which penalty shall go to the person who shall inform or sue for the same, and the remainder thereof to the Pilot's fund of the corporation or society to which such vessel, buoy, or beacon shall belong, or by which the same was placed, or in the absence of a Pilot's fund to be applied to the charitable purposes of the said corporations or societies respectively.

LXXVIII. That the term "Master," hereinbefore used, shall be understood to mean the person having the charge or command of any vessel.

And the term "Vessel" shall be understood to comprehend every description of vessel navigating on the sea or in any river.

And the term "Owner," as applied to a vessel, shall be understood to comprehend all the several persons, if more than one, to whom the vessel shall belong.

And the term "Pilot" shall be taken to mean a person duly licensed to act as such.

And the term "Authority" shall be taken to mean any society, corporation, body, or persons having lawful jurisdiction in matters of Pilotage, under any Act of Parliament or charter.

And the term "British vessel" shall be understood to mean any vessel having a British register.

And the term "Foreign vessel" shall be taken to mean any vessel not having a British register.

And words implying a matter or person, used in the singular number, shall be understood to include any number of such matters or persons, unless otherwise herein expressed or provided, or unless repugnant to the context.

APPENDIX

A TABLE showing the Number of Pilots in the principal Ports of the United Kingdom, licensed
respective Ages of such Pilots, according to Returns made to

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
ENGLAND AND WALES.																									
Port of London.																									
Trinity House—London to the sea	..	..	..	..	..	1	..	..	..	..	2	1	1	2	..	2	2	4	4	3	3	5	5	5	5
,, Between London and Gravesend	..	..	..	..	..	..	1	..	..	..	1	1	1	2	..	3	4	1	2	1	4	4	2	1	1
,, From Orfordness to London by the North Channel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	1	2	1	..	2
,, Sheerness and Medway River	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cinque Port Pilots	..	..	..	..	..	1	..	2	1	..	3	2	4	3	4	3	3	5	..	..	4	2	1	2	5
South Coast.																									
Trinity House Pilots	..	..	..	..	..	..	2	3	1	..	3	2	3	5	6	4	8	13	10	4	10	8	13	11	4
West Coast																									
Trinity House Pilots	..	..	..	1	..	1	2	..	1	3	2	1	1	..	..	4	3	2	3	2	..	1	1	1	1
Bristol	..	..	..	..	..	..	1	2	..	1	..	1	..	..	2	..	..	2	4	..	2	2	..	1	..
Liverpool	2	2	6	6	8	10	10	7	10	3	6	2	4	6	1	5	10	5	7	3	5	8	5	2	3
East Coast.																									
Trinity House Pilots	..	..	..	..	..	..	..	..	2	3	..	..	1	2	2	2	1	2	4	..	5	3	2	2	2
,, for Yarmouth Roads	..	..	..	..	..	..	1	..	..	1	..	..	..	1	..	..	1	..	..	1	1	1	..	..	..
Ipswich	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Lynn	..	..	..	..	1	..	..	..	..	..	3	1	1	3	..	..	4	1	..	..	..	1	3	..	..
Hull, and other Ports within the jurisdiction of the Trinity House of Hull	..	..	..	1	1	1	1	1	1	2	1	..	7	4	4	6	5	7	4	4	7	10	13	6	6
Boston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..
Newcastle, Sunderland, and other places within the jurisdiction of the Trinity House of Newcastle	..	1	..	4	6	6	3	6	22	11	13	16	23	17	17	19	16	14	13	10	22	15	23	10	9
Berwick-upon-Tweed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..	1	1	1	1	..	1
SCOTLAND.																									
Ports under the jurisdiction of the Trinity House of Leith	..	..	..	..	..	..	..	1	1	..	..	1	1	1	2	3	4	..	..	5	5	3	6	6	3
Port and Harbour of Leith within the jurisdiction of the Corporation of Edinburgh	..	1	..	4	1	4	3	1	3	6	..	8	..	1	1	2	6	6	2	4	1	8	..	5	4
Glasgow	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	1	1	1	..	2	2	4	2
Greenock	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	2	2	1	..	..	..
IRELAND.																									
Dublin	..	..	..	..	..	..	1	2	2	..	1	2	..	2	1	1	3	2	..	2	2	2	..	1	1
Waterford	..	..	..	..	..	..	..	..	1	..	..	1	1	1	..	1	1	..	1	1	..	..	1	2	..
Cork	..	..	..	..	..	..	1	1	1	4	..	1	1	1	3	2	1	3	..	3	5	5	1	4	7
Limerick	..	..	..	..	..	..	2	3	4	1	4	3	1	4	1	2	3	..	2	3	2	3	2	..	1
Galway	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Sligo	..	..	..	..	..	3	..	..	..	..	3	1	..	3	..	1	..	1	1	1	2	..	..	1	..
Londonderry	..	..	..	..	..	1	1	2	2	1	1	..	1	..	..	2	2	..	2	1	1	..	1	..	..
Belfast	..	..	..	1	..	1	..	3	2	3	..	3	..	..	1	1	..	2	..	..	..	1	..	1	..

31

(B.)

by Authorities having powers for that purpose either by Act of Parliament or Charter; also the His Majesty's Commissioners of Pilotage in the Year 1835.

44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	Age not returned	Very old Men.	Totals.
2	8	6	..	3	3	3	1	..	..	..	1	..	2	2	1	..	2	4	2	2	4	..	3	1	2	..	..	..	..	..	..	..	..	97
..	1	..	..	..	1	..	3	..	..	..	2	..	2	1	4	2	2	1	2	1	3	1	..	3	1	2	3	..	..	..	..	..	..	64
1	2	1	1	..	..	4	3	4	3	1	4	..	5	2	..	2	3	2	3	..	1	5	..	5	3	..	..	..	..	..	..	..	..	64
..	..	..	..	1	1	..	..	1	1	..	1	..	..	..	..	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	8
6	3	5	1	6	3	6	4	5	1	1	6	2	4	5	1	2	3	1	1	1	1	2	..	1	1	..	1	1	1	..	..	..	..	120
14	10	11	8	14	11	9	14	15	13	10	12	6	8	8	4	4	9	2	5	8	2	5	3	4	4	1	2	1	1	1	1	14	1 of 77 1 of 78	346
..	1	2	..	..	2	5	2	1	..	2	2	1	..	1	..	..	1	4	1	2	2	1	1	..	..	1	..	..	..	1	..	..	..	63
2	2	..	1	4	2	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1 of 84	34
2	7	1	..	..	..	1	4	1	2	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	..	158
..	5	1	1	..	2	1	3	5	1	6	1	2	..	1	1	..	4	1	..	1	1	4	1	2	..	2	..	..	..	..	1	..	1 of 82	81
..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8
..	..	..	..	..	..	1	..	..	2	1	2	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11
2	1	1	..	1	1	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27
6	4	4	2	5	9	6	3	5	1	2	4	2	..	1	..	2	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	149
2	..	..	1	..	1	..	..	1	..	1	..	..	..	1	..	..	1	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	12
9	14	11	14	7	14	9	10	7	9	10	14	6	7	7	2	4	4	2	4	3	4	1	3	4	2	1	2	3	1	6	..	..	1 of 78 10 of 81 1 of 93	493
..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
2	3	..	5	2	2	3	2	2	3	4	2	1	1	3	3	1	1	2	2	..	1	1	..	1	1	..	..	..	..	..	..	..	..	90
5	5	2	..	2	..	9	1	..	3	2	4	..	2	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	108
..	4	1	2	3	..	1	1	1	3	..	..	..	..	..	..	2	1	..	1	..	..	1	..	..	..	..	1	..	..	..	..	..	..	40
..	..	..	..	..	..	4	1	2	1	1	..	..	1	1	1	2	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	25
..	3	3	..	..	1	1	..	..	2	..	2	..	..	2	2	..	..	1	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	44
1	1	..	1	6	1	1	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	28
1	10	4	4	2	8	3	8	6	7	2	3	4	4	2	1	1	3	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	119
..	1	1	2	1	1	1	..	1	..	..	..	2	1	1	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	55
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	1	3	..	1	1	..	..	1	..	1	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28
1	..	1	..	..	2	2	..	..	..	2	1	..	..	1	1	1	..	2	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	34
2	..	1	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24

APPENDIX (C.)

PROPOSED REGULATIONS FOR THE NAVIGATION OF STEAM VESSELS.

I. In the Thames, and in all the rivers and channels of the United Kingdom, and in all cases of wind, weather, and tide, steam vessels are to endeavour to keep on that side of the river or channel which lies on their starboard hand.

II. When two steam vessels are standing in contrary or nearly contrary directions, if their courses should lead them near each other, each vessel shall keep towards the starboard side of the river or channel, and thus leave each other on the larboard hand.

III. Whenever a steam vessel may have to meet or to cross the course of a sailing vessel, or of a rowing boat, the steamer shall in all cases yield to the sailing or rowing vessel, whatever may be the state of the wind, weather, or tide.

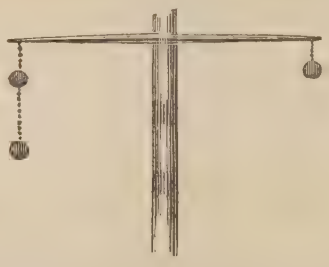
IV. In passing any small rowing or sailing boat every steam vessel shall, if necessary, slacken or stop her paddles, so as not only to prevent the danger of too near an approach, but even so as to avoid giving them any just cause of alarm.

V. Although a vessel propelled by steam, in any of the four above cases, may also have had recourse to the assistance of her sails, this circumstance shall in no wise alter the foregoing restrictions; for otherwise she would only have to hoist some small sail to evade them.

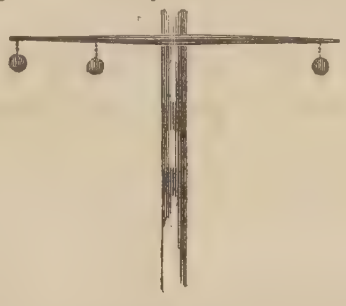
VI. All these regulations shall be equally in force at night as well as by day. And for their more effective execution at night every steam vessel, when in Pilotage water, shall carry between sun-set and sun-rise three sufficiently strong lights, in lanterns, so as to be seen in all directions, and attached to a yard which must be kept square, and raised at least six feet above the tops of the paddle-boxes; this yard may be attached to the mast, or otherwise raised to the requisite height above the vessel's bow for that purpose.

VII. These three lights shall be arranged in the following manner:—One light on each yard arm at the distance of six feet from the mast, that is, twelve feet apart; and on the larboard yard arm one additional light, which shall be placed horizontally with respect to the other light, or vertically under it, according to the following conditions:

1. All steam vessels which may be coming up any river or channel shall show the additional light three feet directly under the light at the larboard yard arm, viz.—



2. All steam vessels which may be going down any river or channel shall show the additional light at the same height as the two other lights, and at the distance of three feet inside of the larboard light, or half-way between it and the mast, viz.—



VIII. For any infraction of the foregoing regulations a fine, varying according to the culpability of the offender, but not exceeding five pounds, should be summarily levied upon the party; and, as the only means of making those regulations effectual, one-half of the fine should be payable to the common informer.

London: Printed by W. Clowes and Sons, Stamford-street, for His Majesty's Stationery Office.

33

THE

FOURTH REPORT

OF THE

COMMISSIONERS

APPOINTED TO INQUIRE INTO

THE MANAGEMENT

OF THE

POST-OFFICE DEPARTMENT.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:

PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HIS MAJESTY'S STATIONERY OFFICE.

1836.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

FOURTH REPORT of the COMMISSIONERS, appointed by a Treasury Minute of 9th May 1835, to Inquire into the Mode of Conducting the Business of the POST-OFFICE DEPARTMENT.

WE have had under our consideration the general management of the Post, and we feel convinced that it would be impossible for us to propose any substantive alteration in the number of clerks employed, the mode of conducting the business, or any of the complicated machinery of the department, without, in fact, putting ourselves in the situation of Postmaster-General, and devoting many months to the investigation. We have, however, sufficiently informed ourselves on this subject to be satisfied that an alteration in the present system is absolutely necessary, and that the supervision of a Board properly constituted and subject to the control of the Treasury, would tend much to a more regular and satisfactory discharge of the business of this important department.

It appears to us that it is the strong tendency of the present system to place all the duties and powers, both of control and execution, in the hands of a single subordinate officer; and, although we are not disposed to undervalue the services of Sir Francis Freeling, yet we cannot think that this is the proper and satisfactory constitution of any public department. The Duke of Richmond, indeed, broke through the practice he found established of leaving the management almost entirely in the hands of the secretary, and was in the habit of constantly attending and transacting business in person; and we have reason to believe that his successors have followed his example. But the public has no security against a recurrence to the former system, and when we consider how ineffectual any control over such a department must be, without an intimate knowledge of its details, we feel satisfied that as long as it is vested solely in a high officer of state, liable to be removed with every change of administration, it is not likely that it will be much more than nominal.

We, therefore, recommend that a Board of Commissioners, with a responsible chief in Parliament, should be substituted for the office of Postmaster-General. We propose that the Board shall be constituted on such a principle as to make it necessary for the department to be under the immediate control of the Commissioners; and, with this view, we recommend that all correspondence, except what relates merely to matters of detail and ordinary occurrence, shall pass through them by letters signed by themselves, and that no money shall be paid but by drafts with their signatures. We are of opinion that all the officers of the department, whether surveyors, superintendents, or comptrollers, should act only through the Board, and that no clerk or officer should hold any other situation, or receive any pay, fee, or emolument, but the actual sum put down against his name, and considered commensurate to the duty he performs. We also recommend that a record of all official acts done by the Board shall be regularly kept, and that an annual report be made to the Treasury of any alterations in the preceding year, of new expenses incurred, and of the general state of the Revenue.

It may be said that a Postmaster-General can do all that is here recommended; but, looking to other departments, we are convinced that, in practice, it would not be done by an individual. We consider a Board to be peculiarly calculated to

conduct the management of such a department as the Post-office, which requires daily attendance, constant supervision, and a general control of the various branches connected with it; and we express this opinion with the greater confidence, as we find that all those who have preceded us in their inquiries into this subject have arrived at the same conclusion. We refer, especially, to the Report of the Select Committee of Finance, presented in 1797; to the 9th Irish Report of the Commissioners of Inquiry into fees and gratuities, in 1809; and to the 18th and 19th Reports of the Commissioners of Revenue Inquiry, in 1829. We agree with them in recommending that the Board shall be composed of a chief and subordinate Commissioners; but we are of opinion that three of the latter would be sufficient, one of whom might occasionally visit Dublin and Edinburgh.*

We are not without hopes that when the Commissioners have made themselves practically acquainted with the machinery and various duties of the Post-office, they will feel justified in proposing to your Lordships a reduction in several branches of the establishment, and we are satisfied that such suggestions can be most safely acted upon when they come from those whose experience gives weight to their opinions. We believe, therefore, that we shall most usefully discharge our duty by proceeding to investigate those larger branches of the subject, to which we have not yet directed our attention, such as the Steam-Packet Establishment, and other questions of a general nature; but we are persuaded that your Lordships will agree with us that very dangerous consequences might ensue, if, on the examination of a Commission temporarily appointed, your Lordships were induced to make reductions in the establishment in London, which, in practice, might be found inapplicable to the service required.

It is with these feelings and upon the best consideration that we have been able to give to the subject, that we recommend to your Lordships, even in the present Session of Parliament, to give directions that a Bill may be prepared which will enable the Treasury to appoint a Board of Commissioners for the management of the Post-office.

(Signed) DUNCANNON.
H. LABOUCHERE.
SEYMOUR.

Office of Woods, 23*d July* 1835.

We have appended some evidence to this Report, which has been received at different times from various officers of the Post-office. We think it advisable to postpone expressing an opinion on the subject to which it refers until your Lordships have taken into consideration the recommendations which we have now made.

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* Since this Report was presented to your Lordships we have completed the Inquiry we proposed to make relative to the Post-office Packets, and have considered it expedient to recommend that this Branch of the Establishment should be transferred to the Board of Admiralty; if our recommendations are carried into effect, we are of opinion that two subordinate Commissioners will be sufficient.

LIST OF EVIDENCE.

No. 1.	Evidence of	Robert Willimot, Esq.,	taken	10th April 1827.
No. 2.	,,	John Bowden, Esq.	,,	,, ,,
No. 3.	,,	Inigo Thomas, Esq.	,,	20th ,,
No. 4.	,,	C. T. Court, Esq.	,,	20th ,,
No. 5.	,,	,,	,,	18th March 1835.
No. 6.	,,	C. D. Wagstaff, Esq.	,,	11th ,,
No. 7.	,,	M. B. Peacock, Esq.	,,	14th ,,
No. 8.	,,	T. Lawrence, Esq.	,,	6th April 1835.
No. 9.	,,	G. H. Freeling, Esq.	,,	1st June 1835.
No. 10.	,,	Sir F. Freeling, Bart.	,,	22d ,,
No. 11.	,,	D. W. Stow, Esq.	,,	13th July 1835
No. 12.	,,	C. T. Court, Esq.	,,	,,
No. 13.	,,	John Bowden, Esq.	,,	,,

EXAMINATIONS.

MINUTES of EVIDENCE taken before the PARLIAMENTARY COMMISSIONERS of REVENUE INQUIRY, at their Office in Cannon Row, London.

No. 1.

Thursday, 10th April 1827.

Examinations.

No. 2.
R. Willimot, Esq.
April 10, 1827.

Robert Willimot, Esq., was called in, and, having been sworn, examined as follows.—

Do you hold the situation of Receiver-General of the Post-office?—Yes.

When and by whom were you appointed?—By patent in 1819.

Did you give any security?—Yes, £12,000.

Was there any other besides your own?—£6,000 myself, and £6,000 in four sureties of £1,500 each.

How far do you consider yourself as an executive officer?—As a general superintendent; my attendance has been occasional.

Has it, on an average, been one, two, or three days a-week, or not so often?—I cannot say that it has been so often, on an average, hitherto. I have attended occasionally twice, and sometimes (though not often) three times, in one week.

Has it been upon any particular days when it was necessary for you to attend?—When I found I could attend conveniently; but I have had constant communications with my chief clerk, and he has been obliged to come to this end of the town when I could not go into the city.

Are you at all aware what attendance was given by your predecessor?—I believe it was occasional; I don't know how often he attended.

Was Sir John Mortlock your predecessor?—Yes.

Do you hold any other office, either in the Post-office or out of it, exclusive of that of Receiver-General?—Not in the Post-office: I have another situation as Distributor of Stamps to the Excise, and I have held a situation under Lord Liverpool as his private secretary.

Do you at present?—At present.

Is there any fixed salary attached to the situation of Receiver-General?—£800 a-year.

Do any other emoluments accrue to you from that office?—None.

What is the amount of salary which you receive as Distributor of Stamps to the Excise?—£1,000 a-year.

Are there any other emoluments attached to that?—Not any.

Does that office occupy a great part of your time?—It is occasional; it requires a general superintendence; it is a business that I can perform at any part of the day; I generally go from the Post-office there; they are close together: I have besides a daily communication.

In what part of the town do you execute the office of Distributor of Stamps?—In Prince's-court, Broad-street, near the Excise.

Are there any deductions on any account made from your income in either of these capacities?—Not any.

Are there any more persons than Mr. Bowden, your chief clerk, employed under the office of Receiver-General?—Six; there are seven in all.

Are they paid in the shape of fixed salaries?—Yes; they commence at £100 a-year, and are raised from £100 to £500, which is Mr. Bowden's salary now, that is, making it £600; but that has ceased now.

Why has it ceased?—A Treasury minute passed suspending the allowance; it has not ceased as to Mr. Bowden, he receives the £100 a-year.

Is the increase of salary among the different clerks regular?—They rise by rotation.

Do they rise as a matter of course by rotation?—Yes; unless the clerk was incompetent to the situation to which he would rise; in that case I should pass him over.

There is never any preference given?—No, never; I don't know that there has been; not since my time.

Is that rotation regulated by vacancies occurring from death or any other cause?—Yes.

By whom are these clerks nominated?—By the Receiver-General.

Do they give any security to you?—Yes, they do.

Each of them?—Yes.

Though they all give securities, are they all alike?—No, not all alike [*a paper is shown to the witness*]; Mr. Bowden £3,000, Mr. Barker £1,000, and Mr. Hyde, Mr. Taylor, Mr. Cutts, Mr. Blacklock, and Mr. Capper, £1,000 each.

Who fixes the amount of the security to be given by each of these persons?—The Receiver-General.

89

Examinations.

No. 1.
R. Willimot, Esq.
April 10, 1827.

But it is secured to you individually?—To me: I have been satisfied with the amount of security they gave my predecessor; I have appointed but one clerk since I have been there; the amount of the other securities have remained the same.

Are you aware if they have any other emoluments besides their salaries?—I believe none of them, to the best of my knowledge.

Do they fill any other situation in any other office?—No, with the exception of my chief clerk, who holds a situation under me in my office of Distributor of Stamps for the Excise; their attendance is so confined to this that I don't know that they could.

Are there any deductions from their income under your authority, or under any authority that you are aware of?—No.

There are no deductions for non-attendance?—No.

Are there any other expenses attending the execution of the office of Receiver-General besides the salaries of the clerks?—No, there are none, nor allowance for extra service.

They have no residence within the Post-office, or coals or candle, or private allowance?—No perquisites whatever, I believe; I believe they are allowed a small quantity of stationery.

For their own private use?—Yes; it is very small.

Is that allowed to each of them, or only to particular individuals?—I think each of them is allowed a very small quantity.

Is it a stipulated quantity?—It is not a regular quantity; the chief clerk would not allow them to take more than is sufficient.

Is it under his control that these supplies are granted?—Yes.

Are there any incidental charges that arise in your office as Receiver-General?—Not that I am aware of; not as applying to the Receiver-General's office.

Whom do you consider responsible for the discharge of the duties of your office during your absence?—The chief clerk.

Do the other clerks look up to him as their head and comptroller?—Yes; I place the same implicit confidence in him that my predecessor did; experience has proved to me that such confidence has not been misplaced.

Does he ever find it necessary to consult you on matters of discipline, or have you had no complaints?—I have had no complaints of any clerk; they have all conducted themselves very properly, and to the satisfaction of the chief clerk, and I am perfectly satisfied with them also.

Have you any communication, and of what nature, with the Postmaster-General's office?—Very little officially with the Postmaster-General; of course I can make no payment without that authority; they give a warrant for every payment that is made; I have that sort of communication, but it is not personal.

Have you any more enlarged communication than with the Secretary and the Postmaster-General?—No.

Do you sometimes communicate with the Secretary?—Very seldom indeed.

In your absence does Mr. Bowden receive instructions from any other quarter?—No.

Do you consider your clerks in your absence as accountable to the Secretary for the discharge of their duty?—No, they are accountable to me entirely.

Are any attendance-books kept in your office?—I don't know.

Are any books kept stating at what time they come, and so on?—I believe not.

No report is made to you to that effect?—No.

You don't remember seeing a book recording their attendance?—No; but if they had not been in the habit of attending regularly, I should have received a communication from the chief clerk.

Are you aware what attendance the chief clerk expects and requires from them?—It is daily; three times a-week from eleven o'clock till four, and on the other days it commences at eight with two of the clerks, and with the others at ten; those who come early remain only till three, the others until four every day, and later if necessary. Sometimes it happens that a large receipt of money is sent down late to our office by the Secretary; then they are detained later, of course.

Is there any particular distribution of the duties the clerks perform, or do you yourself assign them any particular distribution of duty?—No; that is done by the chief clerk.

They are all arranged and regulated by him?—Yes.

Are you acquainted with the arrangement as to the manner the duties are distributed among the several clerks?—Generally speaking, I am.

Are particular individuals appointed to receive money?—Yes; one clerk is wholly employed for that purpose after ten o'clock; two are required, as before stated, for the receipt of money in the morning before ten from the inland letter-carriers. Two clerks are employed to carry out bills for acceptance, which takes up the greatest part of their time until two or three o'clock, and then they are employed in the business of the office.

Is there any person under the 47 Geo. 3. c. 59, allowed to receive or pay money upon your behalf as Receiver-General?—Mr. Bowden, the chief clerk, receives and pays money on my behalf.

Is that confined to him?—He has no authority to draw any money; I sign all the drafts myself upon the Bank.

He receives it on your account?—Yes.

But he never pays?—No.

How is it managed that a draft shall be signed at the moment it is wanted?—The drafts are sent to me, I sign a bundle, and they are in the possession of the chief clerk.

Are they blanks?—Yes; but my security is that these drafts cannot be paid by the Bank unless countersigned by the Accountant-General, and it must be stated at full on the draft

Examinations.

No. 1.
R. Willimot, Esq.
April 10, 1827.

itself before he will sign it; in short, the Bank will not pay any draft of mine unless it is so countersigned.

Is there any particular mode of appointing Mr. Bowden to perform this office of receiving the amount of these drafts?—No; in fact the money is transmitted in the first instance by country postmasters to the Secretary of the Post-office, and by him it is remitted to us. I don't know that there are any other sums which the chief clerk is in the habit of receiving.

Only the remittances from the country postmasters?—No; and they all come through the medium of the Secretary.

Does the Secretary take an account of these remittances as they pass?—Yes, of every sum? he sends down a list to us in the course of the day, which is examined and signed by the chief clerk, or by me, when I am there; then that book goes to the Accountant-General.

Does the Secretary, or any person in his office for him, put his initials to this before it comes to you?—No.

You mentioned "when you were there:" has it actually happened that you have gone there for the purpose of discharging the duties of the office?—I have been there frequently for that purpose.

Are there any other acts, except signing warrants for the payment of money, specially required to be done by yourself, under your own signature?—That is the chief; I mean drafts, not warrants.

Are there any other acts which no other officer can do but yourself?—No person but myself can receive from the Bank the city bonds deposited there, or receive the interest upon those bonds.

That is the only one?—Yes.

And drawing checks for the purposes of payment when required?—Yes.

Be kind enough to state the general sources of receipt?—From the country postmasters.

Is the money that is received in London at the General Post-office transmitted to you?—Yes, it is.

How frequently?—Every day.

Have you ever yourself received any monies?—Yes, the interest on the city bonds.

In what form is that transmitted from the General Post-office in Lombard-street? does it come in cash?—In notes and cash.

You are not yourself acquainted with the several officers whose duty it is to pay into your office?—No, I am not.

Are the country remittances regulated by the amount of the revenue?—Yes; they are chiefly made in bills, country notes, and cash.

What is the longest time during which a postmaster in the country holds money in his hands before remitting it?—I believe they are not allowed to keep a great balance in their hands.

Does not the amount of revenue received by each country postmaster in the course of a year regulate the period of his remittance to you?—I am not aware of that.

Is there a particular sum which is usually required to be remitted by the country postmasters?—I cannot answer that; it depends entirely on their receipts.

Are you aware of the principle on which instalments are fixed for remittance from the postmasters?—No; it is done by the Board, through the Secretary, I believe: in short, we have nothing to do but to receive the amount.

You have no means of ascertaining it?—No.

You receive whatever is put into your hands without inquiring whether it is what is due, or more than what is due?—Yes; that rests with the Secretary.

You have stated that payments are made into the Bank daily?—Yes, there are; no money is kept in the office.

Is any notification made to you of the lodgment of money in the Bank?—When the clerks return they bring the Bank-book, which is signed.

Is that the only voucher?—That is the only voucher.

Where do they bring it?—To the office to the chief clerk: two clerks go over with the money, and when they return they bring the book signed by the person who receives it at the Bank.

Is that your understanding of what occurs?—Yes.

Have you satisfied yourself by any inspection of the bank-books?—I have; but do not inspect the bank-books constantly.

It is your impression it is done?—Yes.

(*The witness is shown some books.*)

Have you ever examined the bank-books?—I have not, as to comparing them.

Are those the bank-books?—These are, I believe.

You say the books are signed each time they are sent: can you point out any signature of any one of your clerks there?—No; I always understood there was an initial or some memorandum made by the Bank clerk, or the person who received it at the Bank, which is the security.

Can you point out those initials in that book?—I have not examined the books myself; I have always understood that was done by the chief clerk daily.

Are you aware that there is a particular mode pointed out by Act of Parliament for verifying the daily lodgements in the Bank?—I always understood that the Act directed that the payments should be made daily, and that they were made daily according to the terms prescribed by the Act.

Are you aware that the books should be produced to the Accountant-General daily?—No; but that the Accountant-General was to inspect the book.

Are you aware that it is required by the 46 Geo. III. c. 83, that the books should be inspected daily by the Accountant-General after they return from the Bank in which the lodgment is made?—I always understood they were inspected by the Accountant-General.

Do you understand that to be adhered to?—Yes.

Do you perceive any signature of the Accountant-General, or anything to signify that he has inspected this book?—I cannot see any.

Are you aware the Accountant-General should keep a book to enable him to check the lodgments in the Bank?—I always understood that he kept a check in his office of the payments to the Bank.

You are not aware of any actual comparison which takes place between the bank-book and any one kept by the Accountant-General, to ascertain the accuracy of the lodgment daily?—No, I am not.

Do you retain any sums of money in your hands?—No.

Not for temporary purposes?—A small sum of about £200.

Is that a sum exactly limited?—I think the sum is £300; but it has never been so much as that.

How was it limited? was it by Act of Parliament, or by the regulation of the Postmaster-General?—I believe by Act of Parliament.

Is it your understanding that, neither in your office nor in the hands of any person officiating in your office, a larger sum than £200 is kept?—I am not aware that there is, unless any sum is brought in late in the day, after the Bank is shut; in that case, probably, there may be a small sum; but they pay until the latest period.

What is the latest period, do you remember?—Four o'clock; the Bank is open till five o'clock, and sometimes it is nearly as late before the final payment can be made.

Do you know what payments are made out of the sum you are authorized to retain?—They are incidental payments I think.

Are there any for officers' salaries?—No.

Those are all paid by draft?—Yes, all by draft.

They are merely small incidental sums?—Yes.

What is the authority upon which these sums are paid in your absence?—Mr. Bowden has a general authority.

Is it a written authority?—No; there is a general understanding: there is no sum paid without the authority of the Postmaster-General.

Not even out of that sum of £200 that you mentioned?—I believe not; I don't know, it is so small; I believe there are very few payments made out of it.

When you mention £200 do you mean £200 a-week?—No, I mean the sum of £200.

Are you allowed to retain that in your hands?—I think I have understood so, in the hands of the Receiver-General; but I have never had anything to do with it.

Do you know the amount of the disbursements made out of the sum retained by you for the purpose of meeting such occasional demands in the course of the year?—I have never paid any myself; it has been done by my chief clerk.

Is any return made to you by the chief clerk of these incidental disbursements?—No; the account is made up quarterly and sent to the Postmaster-General for his warrant to reimburse the Receiver-General.

In fact, you have no knowledge yourself, either of what sums are retained by Mr. Bowden, or what are paid by him?—There are no payments made by him but what are authorized by the Postmaster-General.

Previous to the payment?—Yes, that is his authority for paying.

Has Mr. Bowden a warrant for every payment he makes?—Yes.

However small the sum?—There is a general warrant with the salaries.

But the question is confined to this sum of £200?—I cannot speak as to that sum; I really don't know as to that.

How do you happen to know that that is the sum retained by Mr. Bowden?—When I was first appointed to the Post-office I spoke to Mr. Freeling, and he said a sum of £300 was retained by the Receiver-General as his balance. I have understood that £300 has been retained for any petty incidental payments that might occur.

Have you taken pains to prevent a larger sum being retained?—It is quite impossible that any larger sum could be retained.

Supposing £2,000 were retained instead of £200, how would that be discovered?—By the chief clerk.

Suppose the chief clerk himself should think proper to retain it?—I presume the Accountant-General must know it; he knows what is paid into my office every day; of course he sees the payments in the book, and he would be able to check it immediately.

Does the Accountant-General keep any account in his office, of charge or discharge, against you?—I don't know.

Does he keep an account, showing on one side of it the moneys he knows you receive, and on the other those you have paid into the bank?—I conclude he does; but really I cannot say.

Is there an incident account, if it may be so called, kept separate by Mr. Bowden, of the payment of these little incidents?—Yes, I believe there is.

Does it come ultimately into your account, forming part of your general account?—I conclude it does; every sum does.

Are you aware if any portion of the receipts which come to you as Receiver-General are lodged in any other bank than the Bank of England?—I believe not.

Could that occur without your knowledge?—I think it almost impossible that any sum could be lodged in any other bank, for the payments are made in every day, and the

Examinations.

No. I.
R. Willimot, Esq.
April 10, 1827.

Accountant-General sees the Receiver-General's bank-books, and compares the payments made into the Bank with the receipts of the office, and he would ascertain if any sum were retained.

Are you aware whether the office of the Accountant-General is executed by himself or his clerk?—There is a deputy.

Then it is the deputy you allude to when you say the Accountant-General?—Either the Accountant-General or his deputy.

Does the Accountant-General ever attend himself?—I am not aware.

Have you any other account at the Bank of England, except the account of the Receiver-General?—Not any.

Does Mr. Bowden generally retain in his own hands the small balance that is allowed to the Receiver-General, or does he lodge it at his banker's?—No; I think it is in the iron chest. I have never understood that any use was made of it, or that it was a source of profit.

Are there any fixed periods by which your payments into the Exchequer are regulated?—Twice a-week.

On particular days?—Yes. They are made by a write-off from the bank-books, and they give a note for it, which is carried by the chief clerk to the Exchequer.

How is the transfer to the Exchequer noticed in the Bank accounts, do you know?—By the payment to the Receiver-General.

How does it appear by the Bank accounts that there had been a payment into the Exchequer of the sum lodged?—I suppose as a write-off from the Receiver-General.

Will you have the goodness to look into these books, and say if you find any notice there of a transfer to the Exchequer?—The draft I draw is in the form of an authority to them to write off from their books a certain sum; that sum is paid to my chief clerk; he takes it to the Exchequer. There is no risk in transferring it.

Is that bank-book a debtor and creditor account?—Yes.

Are you aware how the Accountant-General gets his knowledge of what sums are transferred to the Exchequer?—I don't see any account here. I conclude by his own books, and by his having countersigned the write-off.

If no transfer were made for a length of time from the Bank account to the Exchequer, how would it be discovered?—I conclude by the daily accounts transmitted to the Accountant-General.

Do you transmit a daily account to him of all your receipts?—No; I transmit to him an abstract of my weekly cash account. Weekly abstracts are sent by him to the Postmaster-General of the balance in the Bank, and if the sum were larger than it ought to be the Postmaster-General would notice it.

In those accounts do you take credit for the sums transferred from the Bank to the Exchequer?—Yes.

How is the proportion to be transferred into the Exchequer regulated?—By the sum in the Bank.

If there were half a million in the Bank, would that be discovered?—Yes, I suppose it would; there is no risk in the transfer.

Is the whole amount at any time known to be in the Bank ordered to be transferred to the Exchequer?—No, I think not.

Are you aware of the principle upon which your drafts are regulated?—I, of course, can only draw a draft under an authority from the Postmaster-General, and I can only pay that sum.

The payments into the Exchequer are not paid by drafts?—No, by a write-off.

Supposing, to-morrow, you were to pay into the Exchequer a sum, you knowing what was in the Bank, how would the amount to be transferred to the Exchequer be fixed?—By the amount in the Bank.

You would transfer the full amount?—Yes, as much as I could.

What would be the limit?—I should not leave a large balance in the Bank.

What would be the reason for leaving any?—I do not know any reason, except that we never pay less than £1,000 into the Exchequer.

You are not aware whether the whole is or is not transferred?—No.

Are the periods for a transfer to the Exchequer fixed under a Treasury order?—I believe they are; they should be made twice a-week. There are three payments, two of which are made on one day; the sum, of course, must vary.

Are those days fixed in the week as Monday, Wednesday, and Friday?—I think so; Tuesday and Thursday.

Your office is open on all days?—Yes, Sunday excepted.

You have stated you can draw no draft on the Bank without first receiving the sanction of the Postmaster-General; does it receive his signature?—No; the warrant does.

Is there any one appointed to see that the draft and warrant correspond?—The chief clerk; it is his business to see that they do.

Is there no other office or check for that?—The Accountant-General, of course, checks it.

Does the Accountant-General see each warrant?—Yes, I believe he does.

Your own is the only signature to the draft?—The Accountant-General's also; he will not countersign it unless he sees the warrant or the authority under which it is paid, and knows the particular circumstances for which it is drawn, which are stated on the face of the draft.

Do you always see the warrant yourself?—Not always.

Is the warrant signed only by the Postmaster-General, or does it bear the signature of the Secretary also?—I believe by the Postmaster-General.

You don't know how these warrants are obtained?—No.

43

Examinations.

No. 1.
R. Willimot, Esq.
April 10, 1827.

You know nothing of them till they come to you with the authority of the Postmaster-General?—No.

When are you necessarily acquainted with an order for a write-off that may have been issued on the Monday, for example, into the Bank?—There is no time fixed; it is not necessary.

Then you would not know it till you went to your office?—No.

If you were not to go until a week or ten days after, you would not know it?—No, except by the weekly abstract which is sent to me.

Do you always go to the office for the purpose of making these writes-off?—No, they are sent to me sometimes for signing.

They are signed in blank by you?—Yes.

Do you feel that you are incurring any considerable risk by the present mode of managing the business?—No, I do not.

In what manner do you get your discharges?—My accounts go before the Audit-office at Somerset House.

Your accounts are not finally discharged, are they, until everything has been examined?—No.

Supposing the person acting on the behalf of the Accountant-General, and the person acting for you, were to fabricate a draft, who would be responsible?—I should be responsible for that; I should be a loser between the two; there is that risk.

Do you know what is the amount of the daily average receipt?—It is about £30,000 weekly.

Does the security always cover more than you would have in your hands in one day?—Yes, always. I mean the daily receipt of my office.

Even including those periods when the remittances come from the country?—Yes.

How are the bills disposed of between the time of their being remitted and becoming due?—They are carried out for acceptance, and they are called for and are taken to the Bank, and the Bank receives the amount of them.

Where do they remain until they arrive at maturity?—In the Bank of England; they are very numerous, and many for very small sums; but these occasion as much trouble as bills for a large amount.

Whose initials are these in these books?—I think they must be the clerks' at the Bank who have received the money.

You were asked, some time ago, if you could see the initials of the Bank clerks?—I think these are their initials; I am not certain. I have understood that when the clerks return the books they are brought to the office; it is their duty to see the initials are put.

Are those names in the margin the names of the parties on whom the bills are drawn?—Yes, I suppose so.

Can you explain the contents of these bank-books?—These are the entries of the payments of the sums made on each day.

Can you explain the different columns, and in what they differ?—Mr. Bowden will be able to do that.

Do you furnish any accounts to the Accountant-General from your office?—No.

None?—No, I am not aware of any, except the weekly abstract of my cash account.

Nor to the Postmaster-General?—No, except the weekly abstract, which is sent to the Accountant-General.

Are any sent to the Secretary?—They are sent through the Secretary.

That is the mode in which he has cognizance of them?—Yes.

Are any sent ultimately to the Imprest Commissioners?—The account is sent, once a-year, to the Audit-office.

Have you any and what communication with the Accountant-General?—Very little myself; it is principally with my chief clerk.

As between the two offices there is a great deal of communication, is there not?—Yes, a daily communication.

Do you know what it consists of?—There is a communication by the book that is sent down to Mr. Freeling from our office of the sums that are paid into my office; and what we have to look to is the proper authority for paying money, (which is the warrant of the Postmaster-General,) and to receive those sums that are brought to us. It is not our business to inquire from whence it comes.

You get no money from the country except what comes through the Secretary's hands, and he takes an account of all moneys passing through his hands?—Yes, the money from the country comes through his hands.

And nothing else?—No; the London produce of the inland and foreign offices and the twopenny-post comes direct.

Are your accounts vouched upon your own oath before the auditors?—Yes.

Have you ever had an instance of disallowance by the Commissioners?—No; I have had several queries, but never a disallowance; I do not recollect any.

What did the queries arise upon?—When there has been a want of proper authority, there not being a sufficient voucher for the order on which it was paid.

What are the vouchers that support your account?—The receipts of the persons to whom the money is paid.

Do the warrants go to the Commissioners?—Yes.

Are there any other papers accompanying the accounts which go to the Commissioners?—The warrants of the Postmaster-General, and directions from the Treasury.

What are the directions from the Treasury?—If there are any special directions from the Treasury for special payments they would go too.

Examinations.

No. 1.
R. Willimot, Esq.
April 10, 1827.

Of what nature are those special directions from the Treasury?—I believe they come through the Postmaster-General. I was thinking of the payments for steam-packets, which is a new account.

Are any payments made by special directions from the Treasury?—I am not sure: I do not know: none without the warrant of the Postmaster-General.

How are payments for pensions warranted?—By an order from the Treasury, through the Postmaster-General. There is a direct authority to our office for the payment of pensions from the Treasury.

What is the course with respect to superannuations?—That is also from the Treasury.

If a warrant came down from the Postmaster-General, directing you to draw a draft for the payment of a superannuation, would you require to see an authority from the Treasury to make that payment?—Certainly.

Is that the case in every instance?—I cannot say; I know of no instance to the contrary.

Have you any correspondence with persons on the subject of the Post-office service?—No, that rests with the Secretary.

Your clerks have no other avocations?—None that I am aware of, with the exception before stated of the chief clerk; indeed, their attendance is so constant they could not well undertake any other.

Are you sworn as an officer of the Post-office establishment?—No.

Are your clerks?— No.

Have your clerks at any time been employed in any other service except your own in the Post-office?—Not that I know of.

They do not assist in any other department?—No, not in any other department of the Post-office; not to my knowledge, certainly.

Has the number of clerks been increased or decreased since you have held the situation?—No.

Do you consider the number who are now employed quite adequate for the performance of the duties?—I have never received any complaint.

Do you think it could be diminished without disadvantage to the public service?— I think not; two of the clerks are taken up wholly in carrying out the bills.

Do they do nothing else?—Yes, when they return they attend to the general business of the office.

Do they present the bills when due, or carry them to the Bank?—They leave them for acceptance at the different houses, and call for them again; and the bills are lodged in the Bank after they are accepted.

Do they remain with the Bank until they become due?—Yes.

Do they send their officers to receive the money when due?—They receive the money.

Who carries the bill?—The officers of the Bank.

Do you think if the Receiver-General were to attend in person, and be constantly in attendance on his duties there, any of the clerks could be dispensed with?—I don't know; I should think not.

Are the present officers whom you have all efficient?—Yes.

Do you know how long there have been seven clerks in the office?—There were seven when I came; six and Mr. Bowden.

How did the vacancy occur in 1823?—By resignation.

Had Mr. Capper been in any other department of the Post-office before?—No.

Had any other clerks of your office been employed in the Post-office establishment?—I am not aware that they had.

Have you any direct communication with the Postmaster-General?—No.

None at all?—None.

If you had any occasion to make any representation as to the state of your office, how would you do it?—Through the secretary.

Do you consider that the rule of the office?—I should have done so, I don't know if it has ever occurred.

Don't you rather consider yourself as an officer independent of the Postmaster-General?—Yes.

You hold your situation by a patent?—Yes? I am rather placed between the Postmaster-General and the Treasury. I am quite independent of the Postmaster-General.

Still would you only communicate with the Postmaster-General through the secretary?—Through the secretary in the first instance; I have never had occasion, but I think if I had I should have written through Mr. Freeling. Upon any special occasion, however, I should certainly have communicated direct with the Treasury or the Postmaster-General.

You never have had a consultation with Mr. Freeling as to official arrangements?—Never. My chief clerk has occasionally.

Have you considered the establishment of your office with a view to a new arrangement of it, knowing the object which this inquiry was pointing at, either as to its reduction or increase?—No; I was not aware that there was any alteration that could be suggested. I have had several conversations with my chief clerk on this subject, particularly at the time when the small notes were called in; and when the vacancy occurred in 1823, the clerkship was kept open for more than a month to try the effect. At the expiration of that time my chief clerk made a report to me in writing, stating the necessity of filling up such vacancy.

The office hours are from eleven to three and four?—Eleven to four. Three days in the week from ten to four o'clock.

Are those the hours for the whole of them?—Yes; three days in the week two of the clerks come earlier, at eight; and those who come earlier are allowed to go away at three.

Examinations.

No. 1.
R. Willimot, Esq.
April 10, 1827.

What is the occasion of that?—To receive money from the letter-carriers.

Are you able to state if the whole amount of the receipts that come to the Post-office are generally lodged the same day?—Yes, I believe so.

There is no delay in the secretary's office?—No; they are sent down to our office immediately; we have no check on the sums that are transmitted to the secretary.

You have no means of knowing if the money was received to-day or yesterday?—No.

Then it might, so far as you knew, be retained for any period, and you know nothing of it until it come to you?—We know nothing of any moneys until they come into the office, in fact.

You are a mere agent then in receiving the payment?—Yes.

That is the character of your office?—Yes.

The great bulk of your receipts are through the secretary, in bills at a date?—Yes, and sums of money from the postmasters.

Do those bear any considerable proportion to the bills that have periods to run?—Bills at date bear the largest proportion.

Do you recollect the period to which the bills are limited, or the number of days for which they are allowed to be drawn?—I am not sure if it is 21 days or more; but I believe at different dates.

How is that regulated, do you know?—I don't know; I suppose by the Postmaster-General.

Is there any principle by which it is regulated, such as the amount of the remittance, or the distance from London, or any general principle of that nature?—I don't know anything of this officially.

You have no control over the payments except in seeing that the necessary formalities are gone through in your office?—No.

You have stated your situation as private secretary to Lord Liverpool, and you have mentioned the allowances as connected with the other offices; what is the amount you have as private secretary to Lord Liverpool?—£300 a-year; and there is a small situation I hold in the Cinque Ports, I don't know if I ought to mention it, the emoluments of which have been, upon an average of the five years I have held the situation, about £100 a-year.

Does that require attendance?—No, only occasionally.

Are you obliged sometimes to go?—I am not necessarily obliged; it is as serjeant of the admiralty of the Cinque Ports, and there are deputy serjeants who come up to town.

Is your situation in the Excise held by patent also?—No.

During pleasure?—Yes.

Do you give any security in that situation as Distributor of Stamps?—Yes, to the Commissmissioners of Stamps £5,000.

What is the amount of your stock?—Sometimes it is large, but then it is in stamps, on printed forms, so that they can only be used for Excise purposes.

In whose custody are those stamps?—In the warehouse-keepers'.

When they want a supply is it necessary for you to make application to the Stamp-office?—Yes; the stamps are distributed through the collectors of the Excise in different parts of the country.

Are you in communication with the Board of Excise?—No.

Is yours an office independent of the Board of Excise?—Yes, it is.

Where do you get your stamps from?—From the Stamp-office.

What is the largest stock which you happen to know that you have occasionally?—I have had as large a stock as £12,000 or £14,000 worth.

There are several large sums in this book of £19,000, £13,000, and £14,000, opposite to which it is written "by him;" does it occur to you how these large sums come there?—They are write-offs for payments to the Exchequer.

No. 2.

No. 2.
John Bowden, Esq.
April 10, 1827.

Mr. *John Bowden* was called in, and, having been sworn, examined as follows:

Are you chief clerk in the Receiver-General's office?—I am.

When were you appointed?—In 1818.

By whom?—By Sir John Mortlock.

Had you held any situation in the Post-office before that?—I had been in the Receiver-General's office 24 years. I have been 32 years in the Receiver-General's department.

Did you succeed to your situation by rotation?—Yes.

What security did you give?—I gave two securities, with myself, on a joint bond, to the Receiver-General for £3,000.

What is the attendance that is required?—It is daily.

At what hours?—From ten to four, or eleven to four, or later if business requires it; it is frequently later.

Are your securities alive?—Both of them.

Was the same attendance given by your predecessor?—Yes, nearly so; perhaps, being an older man, he was occasionally absent in later years.

Who prescribes the hours of attendance?—It is understood; it is what has been the custom of the office.

Then nobody prescribes the hours, but the clerks attend under your control?—Yes, I attend as regularly as they do.

Examinations.

No. 5.
John Bowden, Esq.
April 10, 1827.

Is there any attendance-book kept?—No.

Do you hold any other office in or out of the Post-office?—Yes, I was lately appointed under Mr. Willimot in his office as Distributor of Stamps to the Excise.

What is your salary in the Post-office?—£600 a-year.

Do you derive any other emolument from any other source?—Not in the Post-office, except the reimbursement for private postage.

How long has your salary been £600 a-year?—Ever since I have been chief clerk it has been £500 a-year, and after 20 years, which I had served, it was £600.

Explain what you mean by reimbursements for private postage?—We are allowed the postage that is paid for letters that we receive or send on our own account.

What is the salary you receive under Mr. Willimot in his office of Distributor of Stamps to the Excise?—£150 a-year.

Have you any other emolument?—None.

Does that require attendance?—Yes.

What attendance?—Not daily, but frequent attendance in the afternoon.

Is it after the business of the Post-office is concluded?—Yes.

Are there any deductions from your income?—None.

Are you subject to any fines?—No.

Do the clerks under you give security to the Receiver-General?—Yes.

Do you recollect the sum?—£1,000 each; the senior clerk gives £3,000, and every other clerk £1,000.

Do their salaries vary?—Yes, according to rotation.

How are they paid?—Out of the Revenue, quarterly.

Do any of them receive any other emoluments from the Post-office, or are they employed in any other business, in any public situation, or elsewhere?—Not that I know of, except the private postage; I don't know whether it would be considered a public appointment, but one of them is a clerk to some paving commissioners.

What attendance does that require?—I don't know, it does not interfere with his business.

Is it a private paving board in some parish?—Yes, it does not interfere with his official duty.

Have you any allowance in the shape of coals, candles, or stationery, besides your salary?—There is no regular allowance; as to a sheet of paper now and then to write a private letter upon, there is an allowance.

Have you anything to do with the payment of incidental charges that arise from the office?—Yes.

Will you be kind enough to state to the Board how they come before you, and what you consider a sufficient authority for payment?—The incidental charges are comprehended, in our acceptation of the term, under the orders of the Postmaster-General, and they are paid by warrant.

You make no other payment but under the warrant of the Postmaster-General?—None; the Receiver-General's petty incidental expenses, and fees for tallies, are paid, and an account is made out and sent to the Board; they see the account and allow it.

These are all paid out of that balance which is permitted to be retained by the Receiver-General?—Yes.

To what amount?—£200, including £50-worth of stamps, which are necessary to be in the office.

That is not in cash?—No, it is a stock of stamps.

In case of the absence of Mr. Willimot does the whole of the executive business devolve upon you?—It does.

Do you yourself hold any direct communication with the Postmaster-General?—Occasionally, very rarely.

Did you ever correspond with him?—Not with the present; I have not corresponded with him; I might with Lord Chichester; I may have written one official letter to him.

Does that go or pass through the secretary?—In some instances I direct to the Postmaster-General, and put it in a cover, and it goes through his hands; but otherwise an ordinary official communication is made to him, requesting to inform him so and so.

When it goes under cover does it go to him direct, or do you suppose the secretary opens it and passes it?—I don't know one way or the other.

When you send a letter in that way to the Postmaster-General, through the secretary, do you seal it?—Constantly.

You have no means of knowing if he sees it in that state?—Not at all. It is very seldom I have occasion to write to the Postmaster-General, it is very rare.

When you have such occasions upon what subject is it?—I don't think it has been since I have been chief clerk; I cannot charge my memory with having had occasion to write at all to address the Postmaster-General. I have made communications to the Postmaster-General, but then it has been through the secretary, requesting he would inform him what is necessary.

Have you any direct communication with the secretary?—Yes.

Frequently?—Not very frequently personally, for the business does not particularly require it.

What are the subjects upon which you have to communicate?—The receipt of remittances, and the acknowledgment of them.

That does not involve much correspondence?—No.

Do you consider yourself under the control of the secretary, or subordinate to him, or responsible?—Not responsible.

47

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

Nor do you receive any order from him?—No; the only order we consider ourselves bound to obey is from the Postmaster-General, as to whether the office is to be kept open longer or for a less time; I know of no other.

When you are absent, which may, by possibility, occasionally happen, under whose control are the clerks considered to be?—The senior clerks'.

Are they considered answerable, or subordinate to the secretary?—No; we have always held that the Receiver-General is the King's officer, and a species of *check* under the Treasury; his patent directs him to obey the order he receives from the Lords of the Treasury but it does not mention a word about obeying the Postmaster-General.

Have you a copy of the patent?—Not with me, but in the office.

You have stated, have you not, that no attendance-books are regularly kept in the office?—No.

In case of your absence, if any of the clerks misconduct themselves, would the chief clerk next in succession to you, report them?—Yes, to the Receiver-General.

Have you had reason to be dissatisfied with them?—No.

If he wishes to be absent whom may he apply to?—To me, and I give leave of absence. If I wish to be absent I mention it to the Receiver-General. If I wish to be absent, if it is for a day, I do not, it being understood that the next in attendance will take care of the duty on that day; and when I come back I look over the business to see if it is properly done.

Is there any particular distribution of labour assigned to the clerks?—Yes.

By whom is such arrangement made?—By myself, but following the custom of the office as I found it, and varying it as the business of the office requires.

Are there any persons specially allowed, as enacted by the 47 Geo. III. c. 59, to receive or pay money on the behalf of the Receiver-General?—No not specially authorized.

Do any clerks appointed by you receive moneys?—All in their several capacities as they may be required to do in the course of their duty.

Is it or not limited to any one or two particular persons?—No.

Is it or not necessary in the appointment of such persons, or in the arrangement you make, to consult the Postmaster-General?—Not at all; I am not aware of that clause.

Are you aware of the second clause in the Act of 47 Geo. III. c. 59, "And be be it further enacted that it shall be lawful for any person duly authorized by the Receiver-General and approved of by the Postmaster-General for the time being, to receive any moneys, or make any payments, or sign any drafts or other instruments or writings, or do any act, matter, or thing, relating to the office of such Receiver-General, to receive any such moneys, and make any such payments, or sign any such drafts or other instruments or writings, or do any such other act, matter, or thing, and the same shall be deemed good, valid, and effectual, under the said Act, as if such powers had been given in the said recited Act?—No, it is not acted upon; I apprehend that refers to the Receiver-General appointing a deputy; that is the construction that has been put upon it. But he never has appointed a deputy.

Do you understand all the clerks indifferently to be equally authorized to receive money?—Yes.

That is the practice?—Yes; not to say that a person would go and receive a particular sum; clerks are appointed to receive certain payments, it is part of their duty, if they were there they would receive such payments, another would not go and take that particular sum.

Describe how the receipts of each clerk are checked?—They are checked by myself in the making up of the general accounts of the day.

What means have you of checking them?—The comptrollers of the two offices send to the Receiver-General informing him what money is to be paid on account of postage for that day, the foreign charges for the mails received each day to be paid by the foreign window-men and the letter-carriers; the inland charges for the payments due from letter-carriers and window-men, and the Twopenny-post for the preceding days also. For these the clerks are accountable; these charges are entered against them as an amount for which they are accountable; what they do not produce in the shape of money they must account for by allowances for wages or returned letters, or by the deficiencies of the men, which deficiencies are all reported to the two comptrollers; the clerk has credit for so much difference on account of these men not having paid.

Do you mean the letter-carriers?—Yes, or the window-men if they happen to be deficient; the other part of the charge is made up of remittances from postmasters, which I sign. I always acknowledge the receipt of them to the secretary; the amount is cast up with the others, and that, with the receipt of the Twopenny-post officers constitutes the charge against the clerk.

Are there any acts which are required to be done by the Receiver-General himself?—Yes, he is to sign all drafts for the payment of money at the Bank, and writes-off for payment into the Exchequer.

He first receiving, when he draws a draft for the payment of money, the warrant signed by the Postmaster-General?—Yes, and they are first entered in the Accountant-General's office.

Does the Accountant-General keep a debtor and creditor account of moneys received from the Receiver-General?—He does in effect, but not as a merchant would keep it.

Can he at any time, by reference to the accounts which he does keep, see what sums are in the hands of the Receiver-General?—Certainly.

How does the Accountant-General raise his charges against the Receiver-General?—He receives duplicates of the charges against the letter-carriers and window-men from the two Comptrollers; he receives an account of the money paid on account of the Twopenny-post revenue by the collector, for which the Receiver-General's clerk gives a receipt; and there

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

is the book of the Secretary, containing all the remittances, which has previously been signed by the chief clerk in the Receiver-General's office, as an acknowledgment of the amount delivered to him, to complete the charge of all bills, cash, and notes that may have been received from the postmasters. In cases of extra payments, which now and then happen under a minute of the Board, that minute is first entered in the Accountant-General's office before it is brought to the Receiver-General, or, if not, the Receiver-General takes care it is sent up to him. The course certainly is, and ought to be, that the minute be entered first. It sometimes has happened that the money is brought before the minute is received; we never refuse to receive the money on that account.

Then the persons who pay into your office are the window-men, the inland carriers, and the Comptroller of the Foreign-office?—No, not the Comptroller of the Foreign-office.

How do you get his money?—The foreign window-men pay that. There are the inland and foreign window-men, letter-carriers, the Collector of the Twopenny-post, and the remittances from the postmasters, almost all of which come through the Secretary.

These make up the sources of receipt in your office?—Nearly so; there may be occasionally a payment under a minute, as I said before.

From whom?—From the Postmaster-General, to receive money from the dead-letter office; payments for old boilers that have been sold.

State which of these payments are made daily into your office?—The remittances.

And the receipts from the head office, how often?—Three days in the week: the window men and the letter-carriers pay on Monday, Wednesday, and Friday.

Has that always been the case in your experience?—Always in my time, except that the Foreign-office used to pay once a-week and the inland three times, and now they both pay three times.

Why should they not pay every day?—They might, but it would occasion double work; and at present I may say the inland carriers have considerable difficulty in collecting money to pay every other day.

Is that because they give credit?—Yes, exactly so.

Do the window-men give credit?—But little.

Don't they keep accounts with merchants and bankers?—I don't know; I have understood they do give credit partially, but not for any length; the public officers pay for letters the day after they receive them, or something of that sort.

On those days when the letter-carriers do not pay into your office you have comparatively little to do?—Less to do.

Would it increase your trouble much if the payments were made in daily?—Certainly; the payments from the letter-carriers take two clerks in the morning from half-past seven till nine every day they pay, and one clerk the rest of the day: if that were to be the case every day, the same number of clerks would be wanted to do the duty.

But they have two days' letters to account for?—The same number of men pay in, and it does not make much difference if you receive £10 or £5; it might lessen the time; there is the same number to pay, and I don't think they could get the business done with a less number than those that are required for the two days' payment.

Would you require an increased establishment if the whole of the moneys were paid in daily?—I don't know that we should do that; it would require more attendance certainly; the duty would be much more irksome.

How many letter-carriers pay into your office?—There are 115 inland letter-carriers and 30 foreign letter-carriers; I am not certain of the exact number.

You have to check the account of each?—Each carrier pays his own charge.

How do you get that check against these individuals?—In the inland office the town is divided into 12 districts; those 12 districts are subdivided into 110 or 115 walks, some districts having seven or eight walks, some 12 or 14, and so making up the number. There is a man appointed for each division, who makes out a list containing the charge due from each of the letter-carriers in his division, and he signs it, and that amounts to the sum which the Comptroller says is due from the division; then the men pay their charges every other day.

Do you find them accurate?—Generally; now and then there is a difference, but it is very trifling: the men, before they pay (I believe the day before, or on the morning they pay), have access to the charge-taker's book, and if there is any difference they can have it rectified before they come to the Receiver-General.

Who is the charge-taker?—Alternately one person in the division, a letter-carrier, is the charge-taker of his division; it is his duty to make up the amount due from persons in his division, and the sum due from each, and to make the charge against each letter-carrier: I believe they are called book-keepers now.

Which is the largest source of payment of the whole? are the remittances from the country greater than any other single source of payment?—A great deal; nearly double the London.

Do they ever fail in making their payments duly?—Sometimes.

Do you notice that?—In fact, every day for many years past there have been letter-carriers deficient in their payments.

Are they reported?—Regularly to the Comptroller: if they should be unpaid the next receipt-day, they are reported in a note at the foot of the report of the deficiencies of that day as continuing deficient; if they remain to a second receipt-day they are reported again as still deficient, and a note is added that no further notice will be taken of them in any further report, leaving it to the Comptroller to take the proper measures to secure the money.

How do receipts from the colonial department come into your office?—Principally by certificates from the Commissariat.

Through what channel does it come into your office?—Through the Secretary.

49

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

In the same way as it comes from the postmaster?—Yes; the postmasters in the West Indies remit these certificates to the Secretary, he enters them in his bill-book, I sign them, they are transmitted to the Treasury once a-quarter, and payment is obtained for them by a warrant on the Paymaster of the Forces.

Do you receive anything from the collector of the by and cross-roads office?—It is abolished under that name.

How often does the Twopenny Post pay in?—They pay three days a-week, the same as the letter-carriers, not quite three days a-week.

There are no fixed periods for their paying?—It depends upon their receipt and the payments they have to make; whenever they have a balance beyond their payments they are to pay it over to the Receiver-General; he knows neither how much they ought to pay, nor whether they pay the right sum.

Are there no stated periods for receiving payment from the Twopenny Post establishment?—They are directed to bring the money they have received on Tuesday, Thursday, and Saturday to the Receiver-General, in part payment of the next pay-day, which they do almost every Tuesday, Thursday, and Saturday in the year; on Tuesday the collector of the Twopenny Post brings £700; on Wednesday he is charged for inland letters £200; and if he brings another £150, we take from these the charge of £200 due for inland letters, and give him a receipt for the remainder as the produce of the Twopenny Post revenue.

What time does he close the accounts?—I don't know.

You merely receive that sum on account?—Yes.

Do these people always pay in cash?—No; bank-notes and cash.

You don't allow them to give bills?—No; we never take a bill for any charge, for nothing but remittances.

Is there any rule as to the dates at which bills should be drawn that are to be received?—I believe there is, but it is what the Receiver-General is not called on to interfere with.

In short, you take every thing that is offered to you?—Yes, I should not object: if I see a bill at a long date, and suppose it may have escaped the notice of the Secretary s clerk, I mention it; but I do not consider it to be part of my duty to do it.

Where does the principal arrear of receipts, or the delay of payment into your office, arise?—I am not aware that there is any arrear except by the Postmaster, who may be a defaulter; if that is an arrear, that I don't know.

Do you believe that all persons who receive it at the office pay it over punctually?—Generally speaking I might say they pay in their receipts as close as they are ordered to pay and as close as they ought to pay.

Is the credit given by the letter-carriers larger than that given by the window-men?—I think the window-man gives the largest credit. He has the largest charge as an individual.

You never know how much is due from the window-man?—No.

Nor from the letter-carriers?—No. I have only known of one instance where a question came before me; I saw the man's books, and I interfered a little, though not in the course of my office, to prevent the deficiencies accumulating. There I saw one of the men's books who had a heavy walk, and gave a great deal of trust.

What was the amount of that trust?—I think upwards of £100. It was a question, as far as I was concerned, what amount it was necessary for such a man to possess to work that walk; that is, to give the credit to the walk.

Is he responsible for that trust?—Yes.

And he derives an advantage from giving it?—Yes; the advantage they derive from that is the greater part of their pay.

If no remittance comes to you through the hands of the Secretary on any one day, do you take any notice of it?—No.

Or if the window-man or letter-carrier does not pay on the day appointed for him, would you report him?—Yes; we should report the Inland window-man or letter-carrier to the Comptroller of the Inland Office, and the Foreign window-man or letter-man to the Comptroller of the Foreign Office.

Have you had occasion to make these reports frequently?—Yes, frequently; not so much of the window-men as of the Inland letter-carriers. I may say we have every pay-day, but the Foreign letter-carriers not so frequently.

Does that arise from the irregularity of the letter-carriers?—From their not paying the charge due from them.

Do you conceive they have actually received the money, or that they don't pay because they have given credit?—I think they don't pay because they have not the money in their possession. I have no idea that the men withhold the money, having it in their possession; but that they may sometimes not have it due to them in their walk, I believe possible. From circumstances I judge so, I have no knowledge of that.

If a remittance comes to the Secretary's Office, and is not brought forward, you know nothing of it?—We know nothing of it until it comes to us.

You have never heard of any delay of that kind?—Not of a remittance from a postmaster; there was a delay of a remittance from an agent at Holyhead.

How did it arise?—I believe the clerk who got that remittance into his hands withheld a part of it.

Was it the clerk of the Secretary's Office?—Yes.

What was his name?—Norris.

When did that happen?—Four or five years ago.

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

What was the amount?—One sum was rather more than £200, and another sum I believe of £300, but I don't know precisely.

How was that detected?—When the account came to be made up it appeared the agent had claimed credit for more than he had received credit for, and it was discovered.

Was that when the Accountant-General examined the quarterly account?—There was an irregularity in the method of receiving it. It was in the outset of the steam-boats, when the account was kept separate; the money was intended to be paid, and it ought to have been paid, but it was withheld by the clerk.

Did he ultimately make good the deficiency?—No, not the whole; he absconded.

Who lost that money?—The revenue; the deficiency is about £70.

Had he no securities?—They recovered the whole amount of their security from them.

You did not fully explain how it was detected, will you do so more clearly?—I did not detect it myself. I had nothing more to do with it than hearing that they were carrying the money to the Bank that they had received from the steam packets. I mentioned it to the chief clerk in the Secretary's Office that I considered the Postmaster-General was violating the patent, and doing what he ought not to do. The patent required them to cause all money to be paid to the Receiver-General, and by opening an account elsewhere they were infringing the patent. He mentioned it to the Secretary, and after that very soon the money was brought to the Receiver-General. It was then they found the deficiency for which Norris absconded.

How long was it after the receipt of these sums that they were brought to the Receiver-General?—After the receipt of the first, I should think—but I speak according to recollection—it went on for nearly three months before they brought the money from the Bank. There was some delay in bringing what was remitted by the agent, owing to some signature not being obtained.

But how long had this person the money in his possession that he did not account for?—I think the sum of £200 he might have had a month, and the other sum somewhat longer.

In whose name was that account at the Bank kept?—Mr. Freeling and his son, Mr. George Henry Freeling.

Do you suppose that any advantage would be derived from the account being kept there?—No.

Nor any interest?—No; it was done at the time with a view to keep the profit of the steam-packets distinct.

Would not that have been equally insured by an account kept at the Post Office?—Yes; as soon as I spoke about it, it was determined to bring it into the regular course.

Are any other accounts kept in the Bank of England, or in any other bank, by any individual, of the sums received in any way out of the Post Office establishment?—I understand there are.

What do you understand them to be?—I understand the sum collected from letter-carriers to provide for the superannuation of the old letter-carriers; that, I believe, is partly invested in the funds, some is kept in account with the Bank of England, and there is also the Captains' Widows' Fund, the Packet Captains.

In the name of the letter-carriers and the packet captains?—I don't know; I think in the Secretary's, and, in some instances, in one or two other parties as a trust; it never comes in any shape officially before me; it is mere casual information.

Has the Receiver-General anything to do with the Fee Fund?—No, except that he receives £750 a year, under a Minute of the Postmaster-General, from the Secretary's Office.

Have these payments been made for several years past?—A good many.

That constitutes part of the revenue when it comes to the hand of the Receiver-General?—Yes; we do not require a Minute for every payment. There is a general Minute that the clerk of the Fee Fund in the Secretary's Office shall pay at the rate of £750 a year, quarterly, to the Receiver-General, and it has always been regularly paid at the end of one quarter for the preceding quarter.

It is ultimately paid into the Exchequer, and there is no risk attached to it?—No; it forms part of the revenue.

Do you mean that there is always an arrear of one quarter in that payment?—Yes, they have always one quarter: they pay to the 10th of October about the 5th of January.

Is that always so?—Yes.

Is that necessary?—I cannot say.

Where is the money in the mean time?—I apprehend I am speaking from mere opinion: it is not collected by the Treasurer or the Secretary of the fund, it is collected in the course of the quarter to enable him to make the payment; that I have understood to be the case, but I am not able to say positively it is so.

Of what is that fee fund composed?—Of a subscription from the merchants for the packet and shipping list.

Fines do not constitute any part of it?—No, not to my knowledge; they may, but not to my knowledge. I believe, though, the fees that used to be paid for expresses go to that fund, but I am not quite certain.

Are there any fines that come into the revenue?—Very rarely, that I know of.

With reference to what was mentioned in an earlier part of your examination, do you recollect a day occurring when no remittance came from the secretary from the country postmasters during your occupation of the office as chief clerk?—I hardly think there has. There may have been such a thing. If, on Good Friday, they did not bring us the money, it is brought to the Receiver-General's Office, where we are in attendance, for security, to be locked up, and that money is entered on the Saturday. There may have been such a thing happen;

51

Examinations.
No. 2.
John Bowden, Esq.
April 10, 1827.

it is very rare indeed. I cannot say that I am certain such a thing has occurred: it has sometimes been confined to one or two remittances, but I cannot say a day has passed, to my recollection, without a remittance.

What is the average amount of the daily receipts?—I can hardly say.

What is the average amount of the receipts weekly?—The receipts are various: three days in the week we have inland and foreign charges; if it happens to come on the 11th of the month, for instance, the receipt of that day will be very large; if, on the contrary, we take a day—Tuesday, Thursday, and Saturday—when there are but little remittances from the Secretary, except the Twopenny Post bringing some few hundreds of pounds, the receipt will be very low; I did make out an average.

Do you know what is the weekly average?—The weekly average of the inland and foreign charges I should estimate at £10,000, but the post-masters vary very much. We might say, in the first week, they average something like £15,000 a week from the post-masters, but they are not regular; one week they may be £30,000, and another £10,000.

How do you dispose of Bills that come from the post-masters?—We enter them, taking the particulars, and then send them out for acceptance, such as require it. Two clerks are employed for that purpose; it is a part of their duty; and, when they are accepted, we send them to the Bank to obtain payment.

As soon as they are accepted, you send them to the Bank?—Directly they are brought in.

Will you state how you make up your daily accounts with a view to the lodgments in the Bank?—We enter all moneys,—that is to say, cash and bank-notes,—that are received in what we call a day-book, three days in a week, and the other three days, receiving nothing but post-masters' cash, we enter it into a book called the Postmasters' Book; and those entries are copied into the day-book on the second day, making the operation of the two days one.

How often do you make lodgments in the Bank?—Every day.

How do you ascertain the amount lodged each day?—By the whole amount that is received.

Is that the practice, to lodge the whole amount every day?—Yes; perhaps there may be some instances where we cannot do it when we receive great quantities of specie in bags, and have great difficulty in counting it over to see that it is right on the day we get it; then it is deposited in the Bank for security, and when they have counted it over, they give us credit for it; but if it is possible to do it in a day we get it done.

Do you retain no part of the receipts in the office?—None. On the days that we cannot pay the whole of the money, it is locked up, and carried to the Bank for security during the night: it is not placed to the Receiver-General's credit, nor does the Bank acknowledge it as a sum; they merely take charge of it to prevent loss.

Is no sum retained for occasional payments?—Nothing but the £200.

Do you keep it up to £200?—It is always £200. We take £50 for the Christmas gratuities; and then, as soon as the Receiver-General's incidents are paid, that money is paid back two or three weeks afterwards.

The clerks have no other profits or emoluments that you know of?—No.

How long is it since the Receiver-General ceased to derive profit from the use of money?—Mr. Willimot never did.

Did his predecessor?—No; no one since Mr. John Mortlock, nearly twenty-five years ago.

No part of the revenue or the receipts is lodged anywhere but in the Bank of England?—No.

Do you occasionally get a sum of money sent to you after it is too late to carry it to the Bank?—Very rarely: it does happen now and then, but it is generally a small sum.

When that does happen, do you retain it at the Receiver-General's Office until the next morning?—Generally not—I may say almost invariably—except it comes after the time for sending it to the Bank; then, if it is a small sum, we lock it up in the chest in the office.

How late do you send to the Bank?—Four o'clock.

How do you prepare the money for lodgment, and how is it effected as a payment into the Bank on account of the Receiver-General?—It is a payment; the thing I receive is a mere book which they take.

But how do you prepare that sum which is to go to your credit on the account?—The bank-notes are arranged according to their value; a list of them is made on the back of the largest note, or on a piece of paper, if it is not capable of being written upon, specifying the particulars of each of the notes,—so many ones, so many fives, and so many tens.

What passes between you and the Accountant-General with respect to that lodgment so made?—Nothing.

You don't compare the charge on his books against you with the sums so given to the Bank?—No.

Could he do it?—He could not do it.

Does he not know it before you have made your lodgment?—No, he can hardly be acquainted with what comes through the Secretary; he could not know how much the letter-carriers had or had not paid. After having made out the list of the bank-notes, the amount of the specie that forms part of the payment is added, that specie is carried over to the Bank, and after the tellers there have agreed to the amount being correct, they give a ticket for it; the ticket is carried with the bank-notes to the Inspector of the Bank to be examined, to see if they are good, and after that they are paid into the Drawing Office. In case of a very large parcel of bank-notes the process is not so direct: they take the money-tickets and the bank book, and set the amount short in the books, for they send the notes in bundles to the Inspector's Office, and, if they are found good in the course of the day, they are carried to the account.

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

Whose business is it to ascertain the total amount that should be deposited in the Bank daily?—Mine.

You do that daily?—Yes.

Describe how you do it, and what record you make of it?—Our account is stated in the day-book of the office, which contains the charge from the Inland Office and the Foreign Office; the money received of course from the Post-Masters; arrears of deficiencies of the letter-carriers, if there are any; receipts of the money paid on account of the Twopenny Post revenue and casual payments that may be made to the Receiver-General; from that is deducted the deficiencies of the letter-carriers, and the weekly wages allowed them; the balance goes to the Bank.

Who checks that account?—I do.

Who controls it over you, any body?—Nobody but the Accountant-General.

When does it come to him, or how does he get the control?—He gets it the next day.

How is he enabled to check it?—By the delivery of the duplicate of charges to him, the production of the certificate from the Comptroller of the Twopenny Post of the money paid to the Collector, and by the examination of remittances brought from the Secretary, which goes to him daily.

Does he get from your office any part of the information necessary to check proceedings in your office?—No.

He gets it all from separate offices?—Yes, his clerk comes down to examine our bank-book to see what payments are made.

Then he does get it from your office?—Only as to the payments; he examines the bank-book to see if any sum has been paid in as sundries or cash; and taking the sums, at least against the dates, he can ascertain if the whole money to be paid in one day has been paid; and he does that weekly.

Who takes this money to the Bank?—Two clerks.

Are they always the same?—No.

You say they have it entered in a bank-book?—Yes.

What do they do with it?—They bring it to me.

Is it carried to the Accountant-General?—No, he can have access to it in the Receiver-General's office.

Has he that access daily?—Whenever he chooses daily, as near as may be.

How often is he in the practice of inspecting it?—Daily; they may miss a day.

Does he make an entry in the book to signify that he has inspected it?—No, his clerk takes a memorandum of the payments he finds entered in the book.

Then there is nothing appearing on the bank-book to show that the Accountant-General has inspected it?—No.

Does the Accountant-General's clerk take the memorandums from that book *seriatim* as to the sums, or does he only put down the total?—He takes each sum of cash out separately.

Distinguishing it from bills?—He don't take the bills out, I believe.

He only takes the amount?—He takes the particulars of the different payments of cash; they check the bills in another way.

What is that other way?—They charge the Receiver-General with all bills due in the course of a week, and then they find he has paid the money into the Exchequer. I don't know that they check them precisely.

What is done if a bill is dishonoured?—The Receiver-General returns it to the Secretary, taking a receipt in his own book from one of the Secretary's clerks, to whom the bill may be delivered. Then the practice of the Secretary's office is to enter the particulars of such a returned bill in a book, which is sent up to the Accountant-General to discharge the Receiver-General.

Are many of these bills dishonoured?—Not many.

Was it never the practice for the Accountant-General to inspect daily the bank-book, as to the lodgments that had been made?—No, no more than it is now.

It seems uncertain whether it is done now or not, does it not?—Yes.

Is it optional?—Yes; he more frequently sees the money that is paid in the day after, than on that day.

Is there any difficulty in submitting these to him daily?—No, it is late sometimes.

What time do you make your latest lodgments?—Four o'clock.

What are your regular office hours?—Four o'clock, if we can get done. If the bills are heavy, we must go on till five. We begin three days in the week at ten, and the other days at eleven.

What time is this bank-book brought?—It depends upon the time at which we can get the money cleared.

Supposing they go at four, what time will they come back to you?—Generally about four, except on these very heavy days.

What time is the bank-book brought from the Bank?—Four o'clock. We could not get the book back before four frequently.

You don't send the money altogether?—No; being so near the Bank it is a convenience to get the money in as we receive it. Having so much specie, the account is running on during the day; vouchers for which, at the end of the day, form one sum.

Do you find a material difference as to the medium of payment since the resumption of cash payments?—Yes.

Do you ever leave office before this book is finally made up for the day?—Very rarely.

Then to whom would it fall to see that it was all right, and to make it up?—This is not made up on any one day.

Examinations.

No. 2.

John Bowden, Esq. April 10, 1827.

Is not that a banker's daily book?—It cannot be made up at one particular time: the entries are made every day.

Then the entries are brought back to your office?—Yes.

Who examines them on their arrival there?—I should if I were there. If I were not there, the senior clerk would.

Does he never leave it before that book is brought back?—Sometimes he may. We take every pains, and are very precise as to sending two persons. We consider ourselves pretty safe in securing payment into the Bank.

Is this book always brought back to the office before you leave it?—Not every day; sometimes not. It goes backwards and forwards frequently in the day.

Are these the only books, or are there any others?—No, these are the bank-books for the Post Office.

Are these merely entries of the sums paid in?—And the sums paid out also.

That is, a debtor and creditor account?—Yes; the practice of the Bank is to keep all the real accounts on the right-hand side, and these [*referring to the book*] are short entries, not money.

These on the left are short entries?—Yes; bills not due are not carried to the right hand until the bills are paid. There is a bill due the 20th of October, and another due the 3rd of December; this due on the 3rd of December is not carried out till the 2nd; this column contains all payments into the Bank, and this all the drafts drawn out.

What is the meaning of the words "by him" in the columns?—That is the writeoff by the Receiver-General; it means the Receiver-General.

How do you ascertain what sum shall be written off?—By making up an account of the receipts for the week, deducting the payments that have been made, paying the difference into the Exchequer. We never pay a fraction under one thousand.

You pay the total of the balance in the book?—No, we write off the sum that will make that account correct.

Suppose £200,000 was in the Bank this day, and to-morrow was an Exchequer day, what sum would you write off?—On Wednesday we should write off £200,000, supposing there were £200,000 and a few hundreds, and we had no information that a large payment was expected on Friday, we should pay the whole of that (leaving the hundreds) into the Exchequer on the Receiver-General's account; meaning his official account as Receiver-General: for in this bank account there are some sums for Land Taxes, which have been deducted, and which are paid only once in the half-year, consequently there would appear in this account a sum equal to one quarter's Land Tax; but that does not belong to the Revenue.

In this book between the period beginning October 31st, ending November 21st, is there any sum entered as a write-off, or how is that explained?—[*The books are handed to the witness.*]—Yes, here.

They do not carry on the pages equally, how is that?—Never; the intermediate pages contain bills which are not due on the 21st of November; the castings of that book will never show the state of the Receiver-General's account.

Is that because they include undue bills as well as cash?—No, they are cast up at the end of the year; we only balance with the Bank once a year. The bills run on in that way. These pages contain many bills not due until long after the time when the casting appears to be made; and they are received between that and the end of the year.

Do they debit these sums, before they become due, to the Receiver-General as receipts for the benefit of the Revenue?—They acknowledge to have received a bill purporting to be the value of a given sum, setting it short in the bank-book.

But they are charged to the Receiver-General as soon as he receives them?—Not by the Accountant-General; they are only charged against him on the day they would or should become cash. The Accountant-General enters them in his book as coming due on certain days. He enters a bill received on the 1st of March, and due on the 1st of April, in the column containing the week on which the 1st of April would fall.

To what purpose is the reserved sum of £200 applicable?—To the payment of the incidents of the office: such as Exchequer fees principally, and for stamps.

Do you draw drafts for every sum?—For every account down to 5*s*.

When a draft is required, what do you do, the principal being absent?—He leaves me a sufficient quantity of drafts to supply the demands.

And you fill them up accordingly, as they are wanted?—Yes, and deliver them to the parties.

Is the course the same as to write-offs?—Yes.

They are left signed in blank?—Yes.

Do you consult your principal before you make a writeoff?—No.

Your general instructions are to do so, according to the state of the account?—Yes; the Receiver-General makes up his account on the Monday; he gives credit in that account for all bills due on the Friday, and for charges received from the Comptroller on Monday; but which not going into the Bank until Tuesday, remain in the balance, so that his account is an account up to Friday, nominally Monday. He does not take credit in that account for any payments he makes for incidents on Monday, leaving it to diminish the floating balance in the Bank. On the Wednesday, when we make up the payment for the write-off on the Exchequer, then we include all bills due on the Tuesday, and all the money that goes into the Bank on the Wednesday afternoon, deducting from that the payments made on the Monday and on the Wednesday; and if we know of any heavy payment, reserving something for that, the difference is paid into the Exchequer: but if there was no payment, and the amount was £25,500, we should draw out £25,000.

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

How long is a write-off in progress: how soon would it get to the credit of the Exchequer?—The same day. I date the write-off the day the Exchequer payment is intended to be made. We make up the account on Wednesday, and date the write-off on Thursday, the day it is to go to the Exchequer.

What is done with respect to this on Wednesday?—It is carried to the Accountant-General for him to countersign, or else it would not be paid at the Bank.

You send it to him for his signature?—Yes, and we get a cancelled note from the Bank on the Thursday, and that goes as money into the Exchequer.

Have you no communication with the Exchequer?—Yes.

Describe what you do on getting this spoiled note?—The write-off is carried to the Bank, where we receive in exchange a cancelled note; that is taken to the Exchequer Office and paid to the Bank clerks, and then they give us a ticket which passes as money; and the Teller permits us upon that to make an entry for the amount of £1,000, or for whatever we have got the ticket.

What is the use of that mode of transacting business?—The security of the revenue.

Would it not be a security to transfer it at once from the Receiver's account to the Exchequer?—It could not be done as the business of the Exchequer is done now.

How long has the establishment consisted of seven clerks?—Since 1798: no, I think since 1805.

What was the number before it became seven?—Five.

Do you recollect the office in 1796?—Yes.

Then there were only three clerks?—I believe not.

One of them was appointed in 1796, and previous to that there were only two clerks, were there?—There were three from 1795.

When did the number increase?—In 1798.

Then it became how many?—Five.

And in 1805 how many?—Seven.

What was the occasion of the increased numbers in these two instances?—The increase of business in 1798, and the altered manner of keeping accounts in 1805.

What was the alteration?—The Receiver-General had to get his own bills accepted in 1805.

How was that managed before?—By the bankers; he did not keep his account fully at the Bank until 1805; his private banker who had his account got all his bills accepted for him.

How long have you been in the receipt of payments every day in the week?—We have always had six from the Secretary; three days in the week were only for receipts of bills and cash; the Twopenny Post did not bring in theirs every day till within a few years.

What attendance did Mr. Mortlock give in the office?—Very little.

Who preceded Mr. Willimot?—Sir John Mortlock.

What attendance did he give?—Partial.

What part did he take in transacting the business?—Very little; he used to sign the checks and writeoffs.

In the time of Mr. Mortlock had you the drafts already signed in blank?—In the time of Mr. Thomas Mortlock, who preceded John.

How was it done by Sir John Mortlock?—He signed write-offs and drafts.

In your experience has the office been held pretty much as a sinecure by the principal?—Yes, always.

What was the reason for the increase of salary?—It has not been increased.

Was it not increased in 1793?—It has not been since 1793.

Was that before your time?—Yes: I have been there thirty-two years; I understood he had emoluments and advantages in his balance.

What were the salaries of the clerks when you first knew the office?—The chief clerk had £400 a-year, the second clerk £150, and the junior, I think, £80.

When were these increased?—The chief clerk had £100 a-year granted him about 1795, I think.

That made it £500?—Yes, and in 1798 an alteration was made as to the additional clerks, and in the salary of the second clerk; in 1805 they remained nearly the same—I am not quite sure; and after that they were increased by the Treasury allowing them a new scale of salaries with the years of service.

Have the clerks in the Receiver-General's Office ever assisted in any other department?—Never.

Are they fully employed now?—Yes: the business in the Receiver-General's department varies; we never can have a certainty as to the quantity of business that may come in in a day; if remittances come in heavy, which they do from the 11th to the 13th or 14th until the 25th, the business presses very much, after that period has gone over it is lighter.

Does that additional business mainly consist of the entry of a variety of bills, and in sending them out for acceptance?—Yes.

That is all?—Yes, there is an additional receipt of money from the post offices.

Are you acquainted with the particular instalments due from country postmasters?—Generally the larger towns remit once a fortnight, those that are not so large once a month, and some few once a quarter.

Do they remit generally the same amount?—I believe there is a fixed sum for them; unless the revenue falls short, they do remit to that amount. I have seen them when the amount has been less.

Are the calculations made on the principle of leaving a small balance in the Postmaster's hands?—Very little.

How are the Receiver-General's accounts ultimately controlled?—They are controlled by

Examinations.

No. 2.
John Bowden, Esq,
April 10, 1827.

the Commissioners for auditing public accounts, those of the Post Office revenue also go to the Audit Office; the Accountant-General exhibits a general account there, which is a charge against the Receiver-General, but the Receiver-General exhibits his own cash account, and it is examined with the vouchers.

What are the vouchers for the Receiver-General's account?—The warrants of the Postmaster-General for payment of the incidents and salaries of the officers, and the receipts of all the parties, the tallies for the payments into the Exchequer, and the receipts for the parliamentary pensions.

How are the other accounts supported?—The Receiver-General charges himself with as much as he knows he has received; the auditor checks that by the amount which the Accountant-General says he ought to have received. The Accountant shows an account of the charge against the Receiver-General for the amount of which he has to account.

The Receiver-General discharges himself by the payments into the Exchequer, the warrants, and the receipts of the parties?—Yes.

For incidents and other charges?—Yes.

Is that account sworn to?—Yes.

By the Receiver-General?—Annually.

The Accountant-General is not a party to that account?—Not at all, he never sees it.

Is it submitted to the Postmaster-General?—No.

It goes direct from you?—From the Receiver-General to the Audit Office.

The Receiver-General verifies it?—Yes.

Have you had disallowances in that account?—Never that I can say disallowances; there have been queries as to a right or a wrong stamp, or if there is an error in the payment of the Postmaster-General, or in the calculation of a tradesman's bill, the auditor debits the Receiver-General with the difference, supposing him to have paid too much, and he leaves him to get the money back from the Postmaster or the tradesman, though he has paid it on that authority. The custom is for the Receiver-General to apply (if it is any body under his own cognizance) to the parties to get it set right; if it is a party he does not have a communication with, he writes to the Postmaster-General or the Secretary an official letter, sending him a copy of the query, and applying to them to take means to procure the money, which is done.

Does your other situation which you hold under Mr. Willimot in his office of distributor require attendance?—Yes.

What attendance do you give?—Occasional in Broad-street.

Is it every day?—Two or three times a week.

Do you think the establishment of the Receiver-General's Office is larger than it need to be?—I can hardly answer that. I think the difficulty is in knowing when we are safe. The Receiver-General is responsible for any neglect that might be occasioned, and liable to the loss by his not procuring the acceptance of bills properly, and taking care that they are presented in due time: it is necessary he should have a sufficient number of persons to do that at all times, as he cannot control the times at which money can be sent to him; sometimes it presses very much, and at others very lightly.

Would it be possible to employ any of the officers of your establishment in any other business than that of the Post Office?—I think not.

Would you rather they should remain idle for half a day than have other employment?—I could not spare them, to a certainty, on a particular day, because they have other papers to copy and accounts to make out and receipts to fill up, and they are obliged to avail themselves of those times.

Do you lay accounts before the Postmaster?—None.

Or the Secretary?—None, not regularly. If they call on us to furnish an account, of course it is done; that is very rare.

Are the present officers all efficient?—All of them.

How would the establishment be conducted if the Receiver-General himself were actively to superintend the business?—It would be tantamount to having another clerk; the Receiver-General would then do a great deal of what I do, and I should take another part of the duty, until at last the junior might be dispensed with perhaps.

What allowances for stationery are there in your office?—None.

Do none of the clerks derive any profit or advantage in that way?—They take a few sheets of paper to write private letters with, nothing else; there is no fixed allowance; I believe they take very little.

How is it supplied?—Through the Stationery Office, through an order.

Have you a book in which all the remittances and bills are entered that you send out?—From the number we divide the bill-books into two, entering all the bills and drafts in one book, and the country notes in another, the country notes being so numerous.

They are diminishing, are they not?—Yes, rather; it has been held necessary by the Solicitor of the Post Office that we should take a particular account. We get some £1 notes, but a great many five pounds and ten pounds; at the heaviest times we have four or five hundred, and they are all to be entered.

And all to be presented for payment?—No; that forms another part of the duty, and takes up a great deal of the time. After all these notes are entered as received from the Postmaster, the notes have to be re-arranged, the notes of each separate banker in London; they are delivered in that state to the Bank: so that a parcel of notes in the bank-book, appearing to be thirty or forty, would be four hundred in the Receiver-General's books; that would take an hour or two more, for they have got not only to arrange them, but to see if they have got the exact amount.

And you are forced to present them within a certain time, are you not?—The Act of Par-

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

liament regulating the Receiver-General's Office authorizes him to pay them in the day after he receives them, which is a day later than by law he would be allowed to do; and then the Bank presents them on the second day; so that if a party were to fail in the intermediate time, the Revenue would suffer the loss.

Is that arrangement necessary?—If they require us to do so much as we do now, I do not think that it would be possible to get them into the Bank to receive payment for them sooner. It has been agitated, and this has been the answer: that if they bring us the notes at an early hour of the morning, and dispense with our taking this long particular which is required of us, we could get them to the Bank on the same day as we receive them; but if they bring them so late as two or three o'clock in the day, it is impossible to enter them, and get them arranged and carried to the Bank by five.

Could you let the Commissioners see the book containing these entries?—Yes; it is a large folio book; the bills from the towns near to London within a given distance are twenty-one days, and they go from that to forty days.

Do the periods of remittance vary according to the distance from London?—Yes.

Then it is not according to instalments?—Yes; for the further we go from London, the longer is the time for the running of the bills. Our shortest are limited to twenty-one days; the instructions are generally for twenty-one days, and the departure from that is made an exception to the rule.

What is your utmost limit?—Forty days, I believe; from the Isle of Man we have them for two months, and now and then a distant bill as long as forty days; the bills from the North are generally forty days.

Has there been any change in the mode of transacting the business of your office recently?—No; the only change has been that which has been occasioned by payments in specie: there is a great deal more specie, and fewer bank-notes; we used to have a great number of £1 bank-notes, and now we have large sums in specie.

None of the clerks reside in the Post Office?—No.

Is not the whole operation of your receipts, being all in specie, less than having various notes, which would occupy most of your time in the business of the office?—If country notes are alluded to, certainly; because, after having once counted specie, you have done with it; but the notes and bills, owing to the direction to pay them in as fast as we receive them, compel us to keep an extra book.

Do you recollect at all the relative amount of the revenue in 1805, when that increase was made, and the number of clerks?—I cannot speak from memory; I furnished an account showing it; I do not remember.

Has there been additional business transferred to your office within your experience, besides the increase of business arising out of the increase of the Revenue?—I think not; it was done very differently. We used to receive the by-letter account as a separate account; that was consolidated in 1798; it was all made one as to the payments to the Receiver-General. We kept two accounts, the By-letter Revenue, and the General Post Revenue.

The Receiver-General has no poundage on any remittances, has he?—No, not in my time; before 1793 he had a commission for remittances to Paris and to Holland.

Did old Mr. Mortlock, in your knowledge, receive interest upon deposits left at the Bank?—They were at his town banker's; nothing of that kind appeared on his books as Receiver-General, nor in his banker's account; if there was any, it must have been a matter of private arrangement.

What distribution of business is assigned to each clerk?—If business presses in the entry of bills upon the clerks who do that, the others are obliged to assist them in it.

Is a portion of business assigned to each clerk?—Yes.

How is it arranged?—My own is the general superintendence of the office, keeping an account of the whole department, to see that all goes on correctly, and that the balance is proper, and to fill up all drafts, and examine the accounts of the office, that are made up daily and weekly; to see the warrants are correct, and to see the money paid into the Bank. The business of the next clerk is to keep the Receiver-General's cash-books; the charge he makes against himself of the different comptrollers' bills; receipts from the postmasters, and receipts from the twopenny post; and to make the discharge, which consists of the payments, the incident warrants, salary bills, and the packet warrants; also to enter the bills that go to the Bank for payment: in that he is occasionally assisted by the second clerk.

What other business has Mr. Hyde?—It is joined with Mr. Taylor; they take the rest of the money after the morning three days in the week, and receive the money from the letter-carriers and the window-men; and another takes the receipts from the Postmaster through the Secretary, and makes up that account to pay it to the Bank, including the money received in the morning from the inland carriers by one or other of the two next who are on duty.

What is the meaning of the first, second, and third Junior?—It was so settled in reference to the Treasury, who allow salaries in gradation.

What is their service?—The service of the second and third Senior, and of the first and second Junior, is to take the receipts of the letter-carriers and the window-men's charges; and alternately one senior is employed in the morning, and another senior relieves in the day after the morning; those that are not employed in that duty are employed in entering bills and posting into the book, where we give credit to the postmasters, the bills that become due every day.

What does the third Junior do?—His business is to enter the country notes, and to assist the others in the general business of the office, if anything is wanting; and to attend at the Bank, and get the specie taken, as well as to make out reports of the letter-carriers' deficiencies.

Examinations.

No. 2.
John Bowden, Esq.
April 10, 1827.

You keep no accounts with the postmasters?—None whatever.

What do you mean by speaking of giving credit to postmasters?—We call it giving credit when the Receiver-General charges himself with cash or bills that have become due.

But he keeps no distinct account with any officer in your office?—No, we keep no ledger; it would be useless to us.

Then the principal part of the occupation of these clerks arises out of the entry of bills and notes, and the sending and carrying them out for acceptance?—Yes, and the receipt of the money.

How many clerks would be enough for the receipt of the money from the letter-carriers?—It would require two in the morning, and one afterwards; we have found it almost too much to set a man to take money from half-past seven in the morning until three or four o'clock in the afternoon; few can stand it so long without being jaded.

And they would find it difficult to be accurate, would they not?—Yes; it wears their strength, and they don't appear fit for it; they have an anxiety to avoid mistakes, the consequences of which they pay out of their own pockets.

Is there any system of fines in your office?—No, only they make good anything they take short or bad; they are liable to make all that good; and the most careful of them are subject to losses.

By whom were the present clerks nominated?—When I was first appointed, I and Mr. Barker were nominated by Mr. John Mortlock the elder; Mr. Hyde, and, I believe, Mr. Taylor, Mr. Cutto, and Mr. Blacklock, by Mr. Thomas Mortlock; and Mr. Capper by Mr. Willimot: I think these four were by Mr. Thomas Mortlock.

Has it always been understood that the Receiver-General has the nomination of his own clerks?—Yes; and he is answerable for them. There was a dispute before my time between the Receiver-General and the Postmaster-General as to the appointment, and it was referred to the Attorney and Solicitor-General; and they gave their opinion that the Receiver-General ought to appoint his own officers, as he was answerable for them. J. BOWDEN.

No. 3.

Friday, 20th April, 1827.

No. 3.
Inigo Thomas, Esq.
April 20, 1827.

Inigo Thomas, Esquire, was called in, and, having been sworn, was examined as follows:—

An official return has been made to the Commissioners of the establishment of the Post-office, in which the office of Accountant-General is thus described: "Accountant-General I. Thomas, appointed 1818. Attendance occasional; salary and other fixed allowance, £700. Other emoluments or advantages—none; deduction—none; net emolument, £700." Are those particulars respecting your office correctly stated?—They are correct.

Your attendance is there described as occasional; what does that imply?—My attendance has generally been, for about three months in the year, nearly regular three times a-week, on Mondays, Wednesdays, and Fridays, which are the days on which the checks are paid; at other times of the year I have been here about the quarter days, and some days subsequent; and at other times I have frequently come up to London when I have attended; therefore I may say my attendance has been frequent as well as occasional.

Is it regulated by your own discretion?—By my own discretion, except in one instance, where I am obliged to swear to the annual account before one of the Barons of the Exchequer, and I am obliged to be in town at that time, my deputy being empowered by Act of Parliament to do almost every other act as well as myself.

What is the form of your appointment?—I have never received anything but a letter from the Secretary, but I believe that is the case generally through the office; there is no appointment made out by the Solicitor, I believe; we pay for it, but I do not think we receive it.

Does the letter announcing the appointment contain any instructions?—I have here a copy of the instructions which I received. [*The witness delivered in the same.*]

Do you hold under the Postmaster-General?—I do.

You were appointed, it appears, in the year 1818?—In January 1818.

Whom did you succeed?—I succeeded a Mr. Spencer; he was a son of Lord Charles Spencer.

Did he hold the office in the same manner as you do?—I was not in the office at the same time.

Did you understand that you succeeded to the office in the same way that he held it?—Exactly.

To what amount do you give security?—Two sureties of £200.

Do you enter into any bond?—I believe *merely* two sureties; I give the same sort of security as every other officer, except, I think, the Receiver-General, through whose hands money passes.

Does any money pass through your hands?—None at all upon any occasion.

What is the object of the security you give?—That I shall do no improper act, and embezzle no money, or something of that sort; it is the sort of security that every other person gives.

The instructions say that you are to enter into bond with two sureties?—I dare say it was so.

Are you considered as the executive officer of the office you hold?—Yes.

Are you looked to for the performance of the duties personally?—I conceive, as my deputy

Examinations.

No. 3.
Inigo Thomas, Esq.
April 20, 1827.

is joined with me in the Act of Parliament to do many duties, that we are united as far as that goes; but as to the general superintendence of the office, I consider myself accountable to the Postmaster-General for the good management of the office.

Is the deputy under your directions?—He is under my directions.

But appointed by the Postmaster-General?—Yes; he generally rises, in routine, from the head clerk.

You have not the power of suspending or removing him?—Not the least in the world; if anything improper was to happen, I should immediately mention it to the secretary, in order that it might be mentioned to the Postmaster-General.

Do all communications made by you to the Postmaster-General go through the secretary?—Invariably.

With respect to the attendance that you give, for how long in each day is it?—From between ten and eleven o'clock in the morning: ten o'clock generally at the early part of the quarter, and not quite so exact afterwards, because the checks do not come in early, but from about ten o'clock to three or four; the checks have generally finished about three, but I generally remain there till towards four, three times a-week, Mondays, Wednesdays, and Fridays.

What is the general nature of the business in which you are engaged during that attendance?—In a great measure signing the checks that come from the Receiver-General's Office upon the Bank, and signing bills and warrants, and all other bills that have been cast and calculated by the clerks in my office, because, before anything can be paid, it must be brought into our office, and it must be seen that it is properly cast, and properly calculated; that is done by one of the clerks; he puts his initials to it, and then it is brought to me or my deputy.

Do you exercise any personal attention to the castings?—No, I do not; I rely upon my clerks, because all those things are put into the different departments; there are six clerks, to each of those clerks there is a separate duty assigned, and it is carried to him, and he does that, and when I see his initials then I sign it.

His initial is the authority to you for putting your signature?—Yes, because I know he compares it. If it is anything that is brought from the Receiver-General, or from the secretary's office, he compares it with the books which he has seen the previous day, and if it is a bill or anything that requires calculation, I know that he has done it by his putting his initials to it.

Do you exercise your discretion as to the propriety of any of the charges?—None at all, I do not conceive that is at all within my department; I have nothing to do but to see that the figures are correct, because they all come signed by the secretary or the superintendent of the Inland department, or some person through whose hands they have come, who has the power to look into that. It is not for us to know whether the charge is proper or not.

Do you consider that the office of Comptroller-General is at all united with your office?—Not at all.

In fact, you exercise no control as to the propriety or expediency of any of the charges?—No; my office is entirely one of account.

Do the accounts come into your office before a warrant is made out for the payment of them?—They come to our office first to see whether they are correct as to casting, and we often merely put "right cast," if there is no calculation; if there is a calculation, we see if that is right. We are chiefly a check upon the Receiver-General, which, in my opinion, is as complete as it can be from the different books that we see,—the Secretary's book first of all, in which everything that is received by the Receiver-General is inserted; then the Receiver-General's book, then the book of the Bank of what has been received; all that is seen every day by the fourth clerk in our office; and then there is a weekly check made out, which we see the balances of, and that is signed either by my deputy or myself.

Have you any knowledge whether the proper sum is paid into the hands of the Receiver-General by any officer who should account to him?—No, except the deputy postmasters; their accounts all go through our office, and therefore we know what they ought to pay.

How do you know what they ought to pay?—We make out their accounts quarterly, and therefore we know what is the balance due to them, and we know the bills they have sent up constantly.

Do you, yourself, superintend the making up of the deputy postmasters' accounts?—I do not superintend them; I look them all over afterwards, before I sign them; they are very voluminous, because there are nine divisions of towards a hundred each.

What number of clerks are there in your office?—Six.

Are they in daily attendance?—They are in daily attendance from ten till four.

Is there any attendance-book kept in your office?—I am not aware that there is. They are very seldom absent except from indisposition; sometimes they are permitted to be absent about a fortnight, when there is no pressure of business.

Under whose immediate control is that permitted?—For such a period as that, I have the control; but for anything longer than that, I always apply to the Postmaster-General, through the secretary.

Is Mr. Court in daily attendance?—He is in daily attendance generally.

Is it always the case that either you or Mr. Court are present?—I believe so, except sometimes, when he is ill.

Is any other person authorized to countersign drafts?—No other person.

And nobody does?—Nobody does; the Bank would not pay them.

You never sign any drafts that are not signed by some of the other departments before you?—No.

Must you have a warrant of the Postmaster-General before you sign the draft?—The Post-

59

Examinations.

No. 3.
Inigo Thomas, Esq.
April 20, 1827.

master-General signs a warrant, but the drafts from the Receiver-General come signed by the Receiver-General only to me; they are drafts of the Receiver-General upon the Bank. With respect to salaries, for instance, the Receiver-General, I believe, takes credit for the amount of salaries in our office, and then he gives drafts upon the Bank for the whole of them separately, and then I countersign, after him, those drafts; but warrants are first of all sent to me by the Postmaster-General to see that they are correct, and signed by him: the common drafts are not signed by him.

What are the warrants for?—Warrants for the payment of money.

Is not it necessary that there should be in your office a warrant from the Postmaster-General before you can countersign any draft upon the Bank for any payment?—I think not. I think that the drafts for the salaries, and those things, come originally from the Receiver-General; for bills, and all those things, they come by warrant; but I beg leave to refer to Mr. Court, who will be able to give more correct information upon those details.

You hold no other office but that of Accountant-General?—No other office whatever.

Whose duty is it in your office to inspect the bank-book daily?—It is the duty of the fourth clerk, and that is performed by the fourth clerk daily. As long as I have been in the office there never has been any material mistake; if there has been any trifling mistake, it has been corrected in a day or two, but there has never been any mistake that showed any thing like want of regularity of payment.

How does it happen that that duty was assigned to a subordinate clerk?—Because it is a duty that could scarcely be done by the deputy, it requires a considerable time in the course of the day; he takes it down in a blank paper, and enters it into his own book.

The question alludes to the production of the bank-book to the Accountant-General or his deputy, after the lodgement has been made each day in the Bank?—It is done the next day by the fourth clerk. I found the practice so, and it has always continued to be so; an exact compliance with the words of the Act upon the subject would be very inconvenient; it would interfere very much with the other avocations of the Accountant-General or his deputy, if he were to do it; and I conceive that, as we look over the weekly return, the purpose is thoroughly answered.

How long does that inspection of the book take upon an average?—I cannot tell that, but I know he takes it upon blank paper, and comes back and compares it with his own book, and it takes a considerable time, and sometimes he does not get it immediately.

Are you aware whether it is ascertained in your office what amount should be lodged before the lodgement takes place?—I conceive so, certainly, from the books that they see.

Then what is requisite for the comparison which the Act seems to point at is, that the bank-book should be compared with the entries already made in your office, previously showing the amount that should be lodged?—Yes.

Would there be any difficulty in that being done by the deputy or the principal?—I conceive so; but perhaps the deputy will be able to explain that better than I can.

Does the fourth clerk make any memorandum or record to show that he has made that inspection daily?—It appears by his book.

Will you state what record he makes in his book which shows that he has compared that book with the bank-book?—He goes and compares it with the bank-book, and he copies it upon a rough piece of paper, and he puts it into that book from which he makes up his weekly state, and then, at the end of the week, if it all balances, it must be correct; if it does not, and he cannot explain it, he comes to me, and then it is investigated; but it has never happened, since I have been there, that there has been any difficulty at all.

How is the casting up of those books checked?—It is done by him.

Who checks it?—The account itself checks it.

Who ascertains that the balance is really brought out by a correct casting?—If the account does not balance, it proves that it is not correct, and then they work it out again till it is so.

You assume it to be correct if you see his book without observation?—Yes.

Is it your understanding that there are entries in the books in your office prior to the lodgement being made which would show what lodgement should be made each day?—I conceive so, certainly.

Could you, from any documents in your office, tell what sum ought to be lodged to-day by the Receiver-General?—What has been lodged to-day we do not know till we see the bank-book afterwards; we know first of all the sum that is paid in by the Secretary to the Receiver-General, and then we know the sum that the Receiver-General pays into the Bank.

How do you know that?—We know that from the bank-book.

It never would happen that the amount of the lodgement that is made with the Bank would correspond with what had passed through the hands of the Secretary to the Receiver-General?—Not with that only.

Therefore the comparison of that amount with the bank-book would not prove anything?—Only as far as the Secretary went.

Do you receive any note from the other collectors of what money has been paid in?—They send up returns.

With respect to the window money, for instance, how do you know that that has been paid to the Receiver-General?—They send to us bills from the Inland Office, noting what has been paid.

Is there a record in your office of each sum paid to the Receiver-General before he pays the money to the Bank?—I understand so.

There is a distinct charge raised by you against the Receiver-General?—Yes.

And afterwards you verify that charge by the bank-book?—Yes.

Have you ever had occasion to make any report to the Postmaster-General, as the Act pro

Examinations.
No. 3.
Inigo Thomas, Esq.
April 20, 1827.

vides that you should do in certain cases, with respect to defaulters?—No; there have been five different clerks in that situation, and there never has been one complaint.

If the account that should come into your hands through the Secretary to charge the Receiver-General were accidentally withheld for a day, what would happen in your office? should you notice the omission in any way?—Certainly; we should inquire into it.

Have you any means of knowing whether all that comes into the Secretary's office has come into the hands of the Receiver-General?—Only by the Receiver-General's book.

Suppose the clerk in the Secretary's office, whose duty it was to make the entry of those sums, did not make the entry, you would not be able to detect it?—I do not see how we should. I conceive that depends upon the Secretary's office completely.

Are you aware of any sums not having been accounted for through the office that should have been accounted for?—Never. There was a failure in the Secretary's office of a Mr. Norris.

What were the circumstances of that case?—I cannot state them; I only know there was a failure there. Mr. Court can explain the whole of it.

Is the business of your office constant, or is it only periodical?—At some times it is greater than at others. Towards the latter end of the quarter, of course, there is very little money paid, and very few drafts come up to our office; and at times, when the Parliamentary accounts are making out, which are now brought forward much earlier than they used to be, they take a considerable time; and lately, when this Board has required accounts, we have been obliged to have two additional clerks for a great while; but, generally speaking, the amount of the business depends a great deal upon the time of the year.

With the exception of the making up the accounts to be furnished to the deputy postmaster, you are understood to state that the regular business is not very considerable?—There is always a considerable deal to do, because the books are always going on every day, looking forward to the quarter. Generally speaking, they are fully occupied; occasionally, I have been able to let one of them go away for a little time.

What are considered to be the fixed hours of attendance?—From ten till four.

Have the clerks separate departments of business, or do they take the business indiscriminately?—They have separate departments. In some cases they must go together for reading over and so forth; but they are in general separate.

Who makes the distribution of business amongst them?—It has been for a considerable time very much as it is now.

The Deputy Accountant-General is considered as having the practical control over the daily business?—Completely so.

As far as you know, are the clerks efficient and competent to their duty?—Perfectly so. We have one at the present moment that is a youth just come, but the other five are perfectly competent.

Are any of them employed in any other business in the Post-office?—Not at all.

Or in any other avocations out of the Post-office?—Not that I know of now; there was one that was a coal-merchant, who is lately dead.

Are they subject to any deductions from their income?—No.

Is there any system of fines in your office?—I never heard of any.

If they are absent from illness, does their pay go on?—I believe so. They generally are very kind to each other, and in case of illness they will work even extra hours.

Do you consider the number as more than sufficient?—By no means, because the business in some years has increased with us; some parts of business have been brought to us which did not belong to us before.

What parts are those?—I cannot say what they are, but I know that is the case. There is another thing that Mr. Court and I have a good deal to do with, which is to answer queries from the Audit Office before accounts are passed. They frequently send us queries as to items that they wish explanations upon.

How far is the Accountant-General responsible for the accounts that are submitted to the Audit Commissioners?—No further than that they are right to the best of his knowledge and belief.

The final account is made up by you?—Yes.

Does it happen that there are disallowances sometimes?—Yes; I think scarcely in the end; I think they are generally satisfied at last.

What becomes of the warrants?—The warrants, I believe, are kept by the Receiver-General: they do not remain with us.

They are not a part of the vouchers that accompany the public accounts?—No; I think they are kept by the Receiver-General as his vouchers, in case they are wanted.

What are called the finance accounts are made up in your office?—They are.

From what documents are those compiled?—The same, I conceive, as the others.

Is there any particular clerk in the office to whom the duty of making up those accounts is assigned?—I take for granted there is, but I do not know which of them it is.

It is a part of your instructions to take care that the deputy postmasters make the remittances at the appointed periods, and of the appointed amount; what steps do you take with respect to that?—That is under the second clerk, and if they do not do it he reports it to us immediately, and an application is made to the Secretary, and then the Postmaster is written to; and if he does not do it, an application is made to the Solicitor to proceed against him.

Do you make reports to the Postmaster-General direct from your office?—Always to the Secretary, never direct to the Postmaster-General.

Are they addressed to the Postmaster-General or addressed to the Secretary?—To the

61

Examinations.

No. 3.
Inigo Thomas, Esq.
April 20, 1827.

Secretary. Everything that we want to inform the Postmaster-General of goes through the Secretary.

Is there any correspondence between the two offices of the Secretary and the Accountant-General?—Very great. We have a correspondence book containing a great many letters, because it very often happens, that from abroad a letter comes to the Secretary stating some mistake or something, and then the Secretary immediately writes a letter and sends it to our office, and desires that we will investigate it, and then we send an answer.

Do you furnish the accounts of the Colonial Postmasters in the same way as the accounts kept at home?—Yes.

From what sources do you compile those accounts?—From the accounts sent home by them.

With what additions?—I am not aware of any additions.

That would only amount then to a restatement of the accounts furnished by them?—Yes.

Do you also consider it part of your duty to keep a check upon the transmission of remittances from the Colonies by the Postmaster there?—We consider it our duty to observe any apparent fault there is in any account.

There is a fixed period when a Postmaster should make his remittances from abroad. If he does not do that, do you notice it in any way?—Yes.

What would you do in such a case?—We should write to the foreign Postmaster.

Have you any direct correspondence with the deputy Postmasters in England?—Yes; the second clerk always writes to them, because they very often write to us to say that there is a mistake in their account, and they do not understand it, and then we write to them to explain it to them. When the quarterly accounts are sent to them, we desire them, if there is anything that they do not understand, to write immediately.

Who is the particular clerk that manages that correspondence?—The second clerk.

That correspondence is direct between you and the Deputy Postmasters without the intervention of the Secretary at all?—I have always understood so.

Is the same course pursued with respect to the foreign Postmasters?—I am not so clear upon that subject; the fact is, that I always read the letters in the book, and I have never turned my mind exactly to the way in which it is done.

With what signature does the correspondence pass from your office?—I conceive that it must go under the signature of Mr. Lawrence, the head clerk in the Secretary's office.

Who writes the letters?—I believe the second clerk in my office.

Are you aware of any reason why the Deputy Postmasters might not furnish their accounts themselves instead of having their accounts furnished to them quarterly?—It would be perhaps very difficult for them to do it, because they transmit a great deal of their money in bills, and those bills are not due till after the quarter, and that is the cause of a great deal of confusion with them in their accounts; and if they did send an account, it would never be the account of the quarter, very seldom at least.

The only difference would be, that all the bills would not have been converted into cash within the quarter?—That is all that I mean; it is so much easier for us to make out the account than it is for them; we send the account to them, so much you have received and so much you have paid within that time; they very often say no, it is not so, because we have sent so much more; we explain to them, that though they have sent so much more, that additional amount is not yet convertible.

Are the accounts that are made out in your office really made out from materials furnished by those officers themselves?—Yes, from the bills that they send up.

If the country postmaster kept a daily minute of what he sends, what he is answerable for, and what he pays, could not he make out the account as well as you?—If he was in the habit of making out accounts; but considering the number of them, and the sort of people that they are, it is perhaps the most efficient way for us to do it.

Suppose an error should occur in favour of the Postmaster, do you think they always point out such error?—I have no doubt of it.

In the present course of doing the business, does the Postmaster verify in any way the account upon which the settlement takes place between him and the public?—I am not aware that he does.

He does not in any way certify or swear that it is a correct account?—I believe not.

In point of fact, he never furnishes any quarterly account?—No.

The account on which the settlement takes place is an account not furnished by the Postmaster, but by you?—By us; it is considered to be correct unless he objects to it.

But he is under no responsibility as to the accuracy of that account?—No; he sends his daily dockets.

Does not it cause great labour in your office furnishing those very numerous accounts?—It does.

Is it not by much the greater portion of the business?—It is a great part of the business.

Are there any incidental charges arising in your office besides the salaries of the persons employed in it?—None at all; there is a little allowance for what they call private postage, that is the postage of single letters that are written or received by the different members of the office; an account of that is made out every quarter, and is charged and is allowed. As I understand it, some years ago they used to have the privilege of franking, and that was taken away, and instead of that this was granted.

The clerks in your office pay the postage of their letters, and then are repaid that postage?—Yes.

Have you any privilege other than such as you have mentioned which is common to all the persons in the office?—None whatever.

Examinations.

No. 3.
Inigo Thomas, Esq.
April 20, 1827.

You are considered officially as subordinate to the Postmaster-General only?—Entirely so.

You are not subordinate to the Secretary in any way?—No.

You consider yourself as responsible to the Postmaster-General?—Yes.

Is your appointment from the Lords of the Treasury or from the Postmaster-General?—I am appointed by the Postmaster-General.

Are you removable at pleasure?—I conceive not.

In what form is your appointment?—I had the appointment verbally from Lord Salisbury and Lord Chichester, and then I had a formal letter from the Secretary, announcing that I was appointed. I do not know that I ever had any instrument to that effect; my impression is, that I did receive it and lodge it with the Solicitor, but I have never been able to get it since; I will apply for it and deliver it to this Board.

Are there any allowances for stationery in your office?—There used to be considered to be an allowance for stationery, but now that is abolished.

Do the clerks enjoy any perquisite of that kind?—I believe none at all.

How is the supply of stationery for the official use of the office managed?—The Deputy Accountant-General or myself applies for it to the proper office; there is a particular person to whom the application is made, who is, I believe, a clerk in the Secretary's office; we are supplied through that person from the Stationery-office. INIGO THOMAS.

Instructions given by THOMAS, EARL OF CHICHESTER, *and* JAMES, MARQUESS OF SALISBURY, *his Majesty's Postmaster-General, to* INIGO THOMAS, *Esq., Accountant-General of the Revenue of the General Post-office.*

You are to enter into a bond, with two securities, for the proper performance of the trust reposed in you.

You are to keep an account of all monies, bills, and drafts received on account of the revenue under the management of the General Post-office.

By the Act of the 46th of the King, it is enacted that the Receiver-General of the General Post-office shall pay all the public monies he receives into the hands of the Governor and Company of the Bank of England (with the exception of £300 per week, which he is authorized to retain for ordinary payments); and you are required to inspect daily the cash-book of the Receiver-General, into which the entries of all such payments are made at the Bank of England, and compare the same with your own account, for the purpose of seeing that the Receiver-General constantly pays to the Bank all the monies, bills, and drafts, which he ought to do under the provisions of the said Act, and any default thereof which you or your deputy may discover, you will immediately report to us.

You are to countersign, by yourself or by your deputy, all orders made by the Receiver-General on the Governor and Company of the Bank of England for weekly payments into the Exchequer.

You are required to countersign, by yourself or by your deputy, all orders of the Receiver-General on the Bank of England for all other payments, which orders are to specify the particular service for which they are issued, viz.—whether for salaries or other charge or expenses, as, without such signature, the Bank of England are not authorized to pay the amount thereof to the bearer of them.

You will cause to be kept a book in which entries shall be made of all incidental warrants issued by us on the Receiver-General for payments of every description, and to see that the orders issued by the Receiver-General correspond therewith in amount.

You are to see that all bills of every description are rightly cast, to be certified by yourself or your deputy.

You are to take care that the accounts of all the Deputy Postmasters and agents, at home and abroad, are properly checked, made out, and forwarded at the proper periods.

You are to cause all accounts kept with foreign parts to be duly examined, and correct entries thereof kept in your office, and in like manner you are to examine the general accounts from Ireland, Scotland, and the Twopenny Post-office.

You are to cause daily entries of all remittances made to our Secretary, or monies paid to the Receiver-General, whether in cash, bank-notes, or bills, to be made in your office, not only as a check upon the Receiver-General, but upon all the Deputy Postmasters, to ascertain that their payments are in conformity to the regulations laid down for the remittance of the revenue of each office, and at the stated periods, and invariably to report to us any failure thereof.

You are to keep an annual general account of the charge and discharge upon the whole revenue of the Post-office, and attest the same before one of the Barons of the Exchequer, to be ultimately delivered to the Auditors of the Public Accounts, and to arrange and state the same under proper general heads to be laid before Parliament at the end of every year.

And you are to obey such other orders and instructions as you may from time to time receive from us for your government.

By command of the Postmaster-General,
(Signed) F. FREELING, Secretary.

General Post-office, 17th January, 1818.

No. 4.

20th April, 1827.

Examinations.

No. 4.
Mr. Charles Thomas Court,
April 20, 1827.

Mr. Charles Thomas Court was called in, and, having been sworn, was examined as follows

What office do you hold under the Postmaster-General?—Deputy Accountant-General.

How long have you held that office?—About four years.

In what situation were you previously?—I began as junior clerk, and rose by regular gradation.

How long have you been in the office altogether?—Twenty-four years nearly.

By whom were you appointed junior clerk?—By the Postmaster-General.

And you were appointed to your present situation by the Postmaster-General?—By the Postmaster-General; I came to it in rotation.

Has it always been held in rotation?— It has been always customary that it should be so.

The deputy that preceded you was Mr. Campbell?—He was.

Had he been also a junior clerk?—Yes.

By what instrument are you appointed?—We have no written instrument.

How is it notified to you that you are appointed?—By a personal interview with the Secretary.

What takes place at that interview?—He directs me to enter into a bond, and to take my place at the office.

What is the nature of the bond?—The bond is of the same nature as the letter-carriers', and all the other clerks', not to open letters and so on; it is a bond of good behaviour, as applies to us, with a penalty of £200, and two sureties.

Are those sureties now living?—Yes.

In case either of them should die, are you bound to notify it?—I am bound to give notice immediately and have a fresh bond.

What is your attendance at the office?—From ten till four daily.

Is that every day in the year?—Generally every day, unless from any accidental circumstance of illness.

Do you sign any attendance-book?—We have no attendance-book.

Does anybody take any account of the attendance?—No.

Are there any fines for non-attendance?—None.

Are absences frequent?—Not at all.

Are they all equally regular?—All equally regular, with the exception of the principal.

Is the attendance of the principal at stated periods?—It is occasional, at his discretion.

Are there not particular periods when he attends?—He does usually attend at the beginning of the quarter, but that is entirely at his own convenience.

Has the principal been considered as an executive officer, as taking an active part in the business himself?—I believe not.

Is it the same now as it always was within your recollection?—It is the same now as it has been since my recollection.

Does Mr. Thomas attend more or less than his predecessor used to do?—I think he attends more than his predecessor did, who was dismissed for non-attendance.

What was his name? Mr. John Spencer.

Was it, at any time within your experience, the habit of the Accountant-General to attend daily?—Never; his predecessor was Mr. Fauquier, and I think the two years I was there I never saw him but once in the office.

Does Mr. Thomas attend now more frequently than he did formerly?—No, much the same; he has been in town for three months at a time occasionally.

Does he take any part in directing the daily course of the business?—He leaves it generally to me. He signs the papers that come before him when he is there, and when he is not there I sign, the same as he would if I was not there.

Are you empowered to do every act that he could do?—Yes.

Does that apply to the Parliamentary returns?—I believe they could be equally signed by me if he were not there; he particularly wishes to sign the Parliamentary returns, and he makes a practice of signing the annual returns.

Are those on oath?—No.

Does he make any returns upon oath?—He attests the annual book of the receipts and payments of the Post-office, and likewise the annual cash statement, as a check upon the Receiver-General.

To whom is that statement submitted?—To the Auditors of Public Accounts, as a check upon the Receiver-General.

What does that attestation set forth?—That the accounts in that book are just and true to the best of his knowledge and belief.

What examination do they undergo by him before he so attests them?—He does not examine them at all; I examine them.

Do you verify them in any way?—No; I make the book itself up.

Is the book put up at any particular period?—It should be delivered about the beginning of May to the Commissioners of Public Accounts every year; it is made up to the preceding 5th of January.

At what time is that book prepared?—Between the 5th of January and the 5th of May.

From what documents is it prepared?—From the documents furnished by the comptrollers of the different offices, and kept in the Accountant-General's office.

It is an abstract of daily accounts?—It is formed into weekly accounts, then into quarterly accounts, and then into yearly accounts.

Examinations.

No. 4.
Mr. Charles Thomas Court,
April 20, 1827.

Does that include all the receipts?—It includes all money received by the Receiver-General, and paid by him.

How are the receipts vouched?—The receipts are vouched by the comptrollers of the different offices as to the foreign and inland letter-carriers, and the remittances from the Secretary's daily book.

Do you mean that the Comptrollers are sworn to that account?—They do not swear to it, they sign it.

How is it as to the Secretary?—The Secretary furnishes us with his book, in which he enters the daily receipts.

Does the Secretary sign the book?—No.

Does he sign what you call the cash statement?—No.

Then how is the receipt that comes through the Secretary's hands verified upon the cash statement?—There is no verification from the Secretary at all. The amount, whatever it may be, is the amount made up by the Accountant-General's office, and that amount should correspond with the amount received by the Receiver-General.

The Receiver-General also furnishes an account to the Commissioners of Audit?—Yes.

And that account should correspond with the account that you furnish?—Yes.

And your account is a check upon it?—Yes.

Is there any comparison between them before they go in?—There is a weekly comparison of the remittances, because it frequently happens that a bill is calculated a day or two wrong in its date.

Does the Receiver-General compare with what you call the annual cash statement the account which he also sends in to the Commissioners?—No.

Does not the Accountant-General sign the Receiver-General's account?—No; but we agree the account with him quarterly.

How do you check the receipts daily of the Receiver-General?—By inspecting the pass-book which the Receiver-General has from the Bank.

Is that the only mode that you have of checking his receipts?—Yes.

Are there not accounts furnished to you of what should be paid into the Receiver-General?—Yes.

Describe the accounts which are given in to you upon which you are to raise charges against the Receiver-General?—The receipts from the Foreign-office, from the letter-carriers, and from the Inland-office; likewise the remittances from the Secretary's book, both by bills and by cash; and the Twopenny-post accountant furnishes a statement of the money that ought to be paid in. Those are all the heads of receipts, except incidental receipts.

What do you call incidental receipts?—Any particular sum that may be ordered to be received by the Postmaster-General for the sale of an old packet, or anything of that sort.

Do you know, in any of those instances, whether the sums which you are told should be paid into the Receiver-General are correct sums, and all that the parties owe?—Yes; we know it from the certificates of the presiding officers, the Superintending President of the Inland-office, and the Comptroller of the Foreign-office.

It is only from the statement of the accounting officer that you know the sum that he proposes to pay to the Receiver-General?—Yes.

And the result is, that you see that the Receiver-General receives the sum which the accounting officer has informed you that he proposes to pay?—Yes; and then we make up an accurate account weekly, in which, if there are any differences, they are adjusted; and this account is afterwards formed into a quarterly one, and that quarterly one into an annual one.

If it happened that the amount of the charge given into your office for any day was not actually paid into the Receiver-General's office, how would you detect that?—It would be reported as a deficiency by the Receiver-General.

If the Receiver-General had not reported it, what would happen?—If a sum of money, reported as due by the Foreign-office, for instance, was not paid in, we should report it as deficient.

Does it not sometimes happen that sums are allowed to remain in the hands of the accounting parties, to be accounted for afterwards?—Frequently, in the nature of a deficiency.

How are those deficiencies checked?—They are certified by the inspector of foreign letter-carriers, and by the inspector of the inland letter-carriers, for the foreign and inland letters respectively.

There is always a deficiency, is not there?—There is always a floating deficiency.

What would you say is the average amount of that floating deficiency?—I should think from £300 to £900, according to circumstances, upon everything.

Where does it arise principally?—It principally arises with the inland letter-carriers.

Is it always so, in your experience?—Always, more or less.

Is there any time of the year when each of those accounting persons is always required to pay his exact balance?—There is always a deficiency.

What do you understand to be the necessity for that deficiency?—From the inability of the parties to collect their postage upon the precise day. The postage of the letters which the letter-carriers deliver on the Wednesday, they are obliged to pay on the Friday.

Do you make up a daily account against the Receiver-General?—We make up a daily account.

Do you know, before the daily lodgements take place, what the Receiver-General should lodge?—Yes.

Are there entries in your account to-day, for example, which would show how much the Receiver-General ought to lodge to-day?—Yes.

65

Examinations.

No. 4.
C. T. Court, Esq.
20th April 1827.

How do you ascertain whether he has lodged that?—By reference to the pass-book in his office.

At what time does that take place?—At different hours in the course of the day; the book is always forthcoming whenever it is demanded.

Do you know, in the course of each day, whether the Receiver-General has actually lodged the amount of that day's receipts?—Yes; there have been some exceptions when we have not been able to get the Secretary's book up, owing to the number of remittances.

Is it not the usual practice to defer it till the following day to check it with the bank-book?—They are allowed by Act of Parliament to detain everything in their hands for one day: the money that they receive to-day, they are not bound to pay in till to-morrow.

Is the bank-book produced to you daily?—It is produced daily to a clerk in the office.

Who is that clerk?—Mr. Johnson does it at present, the fourth clerk.

Why is it not produced to you or to the principal?—It never has been the practice.

Is there a person in the office who ascertains every day that the lodgement which should be made has been made?—Yes, being the receipts of the day previous.

What becomes of the receipts of the present day, before they are lodged?—They are in the possession of the Receiver-General, and he generally pays part of them into the Bank for his own security; what he does not pay into the Bank he keeps in his office.

If he pays in to-day the sums received to-day, are not those entered in the bank-book as of to-day?—Certainly; but we have not a knowledge of them till the following day; we have not the materials to make up our account till the following day.

What materials are wanting?—Chiefly the remittance-book from the Secretary's office.

Are not those remittances all received early in the morning?—Yes; but it takes a considerable time to enter them, and they have to go to the Receiver-General, and be compared there and examined and signed for.

Is that business accurately done in the Secretary's office?—I think it is.

Have you ever found any error?—There are occasionally errors in the calculation of the bills, as to the time of their falling due.

Have you observed any errors as to the amount?—No; they are, generally speaking, very correct as to numerical accuracy: but a defalcation took place some years ago, *viz.* in 1821, with a loss to the public of about £77.

Is there any particular individual in the Secretary's office who does it?—It is generally done by one person.

Who is that?—Mr. Milliken.

Is there any particular amount which you allow to be retained as deficiency?—No.

Do you ever report the amount of deficiencies to anybody?—I report it in my weekly check every week.

Does the Accountant-General interfere at all in fixing the amount of the payments into the Exchequer?—No.

How is it decided what money shall be paid into the Exchequer?—It is left entirely to the Receiver-General.

How do you become acquainted with the amount that is proposed to be paid into the Exchequer?—Only by countersigning the "orders" or "write-offs."

Is there no order from the Postmaster-General?—No.

Does the Receiver-General give you notice that he means to pay so much into the Exchequer?—He brings up what is called the "write-offs," and we enter that and give him credit for it.

Is it usually the full amount of what is in the Bank?—It is usually as close as it can be.

How often is the payment made?—Twice a-week.

Are you the only person that countersigns the drafts in the office, besides the principal?—Yes.

Have you any particular authority for countersigning such drafts, or is it under the Act of Parliament?—Under the Act of Parliament.

What document do you require to authorize you to affix your signature to a draft?—Either the authority of the Act of Parliament, or an order from the Postmaster-General in the shape of a warrant.

In each particular case do you require a warrant to be produced to you?—Yes.

Is there a warrant for every draft?—Yes, except those payments that are made upon the establishment, and they are put in one sum.

Explain what drafts you countersign for which there is not a corresponding warrant from the Postmaster-General?—There is nothing for which there is not a corresponding warrant from the Postmaster-General, in one shape or other, except such sums as are paid under the Act of Parliament, for instance, to the Duke of Marlborough, and that sort of thing.

What do you mean by payments upon the establishment?—The salaries upon the establishment are all put into one sum; the warrant is for the sum total.

Are there several drafts issued for that one warrant?—Yes, to each individual named in it there is a separate draft.

How long has that been the case?—Ever since I have known the office.

Who signs the warrant besides the Postmaster-General?—Nobody but the Postmaster-General.

Not the Secretary?—No, he enters it; the Secretary's chief clerk signs it before it is issued; and before it is warranted it is signed by the officer in whose department the charge is incurred.

Have you always seen the service specified particularly in each warrant?—The warrant always specifies the service.

Examinations.
No. 4.
C. T. Court, Esq.
20th April 1827.

And the draft?—Yes.

Does the warrant bear date the day it is signed?—Yes.

Are those warrants very numerous?—Very numerous.

Are there not some every day?—Every day; that is to say, every three days in the week they are paid; the bills come up for examination previous to being warranted every day.

Where are they signed by the Postmaster-General; are they signed in town, or are they sent to him if he is not in town?—I think they would be sent to him if he was not in town.

Have you ever seen any signed in blank?—I have never seen any signed in blank.

Does it ever happen that inconvenience is felt from delay in signing those warrants?—I am not aware of any.

What is the average number of warrants in a day?—I think perhaps from fifty to seventy at the beginning of the quarter, per day, and then they get less and less towards the end of the quarter; there are not perhaps above two or three in the course of a day at the end of the quarter.

Could you furnish a statement of the number of warrants that have been signed in a quarter, showing the number on each day?—Yes, the number that have been entered in our office in each day; they are entered in our office previous to the draft being passed for them.

[*The witness was directed to make a return of the number of warrants that have been entered in the Accountant-General's office, in each day, during the last quarter.*]

Do you happen to know officially whether they are signed the day they bear date?—I do not know.

Whose business is it to compare the draft with the warrant before the draft is countersigned?—That duty is done by the fourth clerk, who examines the bank-book.

And that clerk then brings the draft to you to countersign?—It is brought by the messenger; the clerk puts his initials to it, which shows that he has seen the warrant for it.

And you countersign it upon the faith of that initial?—Yes.

Why do not you make the comparison yourself?—I have other duties to perform.

What are your particular duties?—I have to make up the annual accounts, and the annual cash accounts, and to superintend the business generally.

What would you describe as your daily occupation?—My daily occupation is principally in preparing the accounts for the annual statements, getting them ready one quarter under another.

Then you take little part in the current business of the day?—I see that it is all properly performed.

You do no part of it yourself?—I do no part of the check upon the Receiver-General myself, except that I countersign the drafts.

Then your daily official acts are principally countersigning drafts and warrants?—Yes, and attending to answer questions, and seeing that everything is properly done in the office.

Do you mean that the preparations for the annual account are going on throughout the year?—It is all done quarterly.

Are not the other clerks occupied in that?—The cash account I make up entirely myself.

What is the cash account as distinguished from the other accounts?—It is a checked cash account upon the Receiver-General.

What does it comprehend?—It comprehends all the receipts and payments.

What do the other clerks do?—They are occupied in various things; I have here a statement of the distribution of the duties amongst the several clerks, as arranged by myself.

[*The witness delivered in the same, which is as follows:*]

Statement, in detail, of the Duties of the Deputy Accountant-General, and Six Clerks, in the Accountant-General's Department of the Post-office.

Deputy Accountant-General.

To examine, balance, and state the accounts of the receipts and expenditure of the Post-office revenue in an annual book of accounts, which is certified by the Postmaster-General, and attested by the Accountant-General, and the Presidents of the Inland and Foreign Offices, and delivered, together with vouchers for the expenditure, into the Office of the Commissioners for Auditing the Public Accounts.

To make out various accounts of the Post-office revenue for the Lords of the Treasury and both Houses of Parliament.

To make out an annual cash certificate, as a check on the receipts and payments of the Receiver-General, which is certified by the Postmaster-General, and attested by the Accountant-General, and Presidents of the Inland and Foreign offices, and delivered into the office of the Commissioners for Auditing the Public Accounts.

To examine, by finding a general balance, the correctness of the country and West India postmaster's accounts, and the entries of the foreign postmasters' and agents' accounts, as made out and entered by the first and third clerks.

To certify the correctness, as to computation, of all bills and accounts to be paid by warrant of the Postmaster-General, or allowed in the accounts of the postmasters and agents in the absence of the Accountant-General.

To countersign the Receiver-General's drafts on the Bank of England, pursuant to Act 46 Geo. 3, cap. 83, in the absence of the Accountant-General, and to superintend the general business of the Accountant-General's department.

67

Examinations.

No. 4.
C. T. Court, Esq.
20th April 1827.

Chief Clerk.

To keep the Journal.
To keep the General Account Ledger.
To keep the agent's Ledger.
To examine, check, and enter, the quarterly accounts of the agents for packets, and of postmasters abroad.
To make up a quarterly report for the Secretary, of the state of balances of agents, and foreign postmasters, and of any accounts which may be in arrear.
To make up a monthly comparative statement of the Exchequer payments.

Second Clerk.

To compute and examine the calculations of tradesmen, packets, and mileage warrants, salaries, and all bills to be paid by warrants of the Postmaster-General.
To enter and cast up the West India agents' and foreign postmasters' charges in the charge-book.
To enter and cast up the different credit items of the country and West India postmasters and agents, in the discharge-book, and to cast up the dead and returned letter-book every quarter.
To examine the entries of cash in the deputy postmaster's remittance ledger, to arrange their instalments, and to make out every fortnight, or month, as may be, lists of the defaulters for the Secretary, with statements for the deputies in arrear, to be signed by the Secretary.
To enter and cast up the books of receipt and expenditure for the annual Parliamentary statements.
To make out a two yearly comparison of ditto for the Secretary, and enter the same in his book.
To make out a comparative quarterly account of the expenditure for the Lords of the Treasury.
To make out in quadruplicate the annual accounts of arrears due from the late postmaster in Great Britain, for both Houses of Parliament.

Third Clerk.

To post and make out the country postmasters' quarterly accounts in the ledgers, from returns delivered by the letter-bill, bye-letter, dead-letter, and ship-letter offices.
To post and make out, in a similar manner, the West India postmasters' accounts.
To examine, with the second clerk, the entries in the charge-book.
To cast and compare the amount of letters, as entered in the ledger, with the books received from the letter-bill and bye-letter offices, and to see that they agree with the charge-book.
To examine the balances (for 5 April quarters) in the balance-book, as entered by the fourth clerk, and to check the casting up of the returned or dead-letter book.
To cast up, examine, and check every quarter, with the fourth clerk, the deputy postmaster's remittance-book, comparing it with the Accountant-General's quarterly cash-book.
To enter the old debts in the debt-ledger, and make out a report of them every quarter for the Secretary.
To make out, in quadruplicate, the annual detailed statement of balances in the hands of the deputy postmasters in Great Britain, with their disbursements (returned letters included) for three quarters in each year, for both Houses of Parliament.
To check the casting up of the books of receipts and expenditure for the Parliamentary statements in the Bank, to enter said drafts after entry by the second clerk.

Fourth Clerk.

To enter the Postmaster-General's warrants, for the purpose of checking the Receiver-General's drafts, and cast up the amount weekly, as a check on the Receiver-General's weekly statements.
To enter the inland and foreign charge weekly, and to establish the same in the weekly check against the Receiver-General.
To compare the deputy postmaster's remittances, in bills and cash, with the Receiver-General's books.
To examine the Receiver-General's bank-book, and inspect the same daily, pursuant to Act 46 Geo. 3, cap. 83.
To make out the weekly-check account of the Receiver-General's receipts and payments, and balance at the Bank.
To make up the quarterly and yearly check on the same.
To enter in detail the warrants for incidental payments every quarter, in the incident-book; also to enter thereon the quarterly-salary bill and packet list.
To examine and check the books of the ship-letter office every month.
To compare and examine the Accountant-General's quarterly cash-book, and the remittance-ledger, with the third clerk.
To enter the remittances from every post town in the said cash-book, and cast up the amount of each for entry into the ledgers, by the third clerk.
To make fair copies of the Accountant-General's reports, and of the annual book of accounts.
To assist the fifth and sixth clerks in checking the postmaster's ship-letter quarterly accounts, as delivered by the inspector of ship-letters.

Fifth Clerk.

To make out the quarterly account of expresses, for entry in the ledgers by the third clerk.

Examinations.
No. 4.
C. T. Court, Esq.
20th April 1827.

To make out a quarterly account of the express-money received by the chief clerk in the Secretary's office; and to make a weekly report for the Secretary of express way-bills received.

To examine the Irish quarterly account current, and cast up all the monthly Irish vouchers received from Liverpool, Manchester, Birmingham, &c.

To copy out the country and West India postmasters' quarterly accounts from the ledgers.

To make out a comparative statement of increase or decrease, for two years, of the annual gross produce of the post towns in England and Wales, arranged into the several districts of the seven riding-surveyors.

To enter the remittances from the Secretary's books, arranging them according to the dates on which they fall due, in weekly columns, to enable the fourth clerk to check the Receiver-General's amount of the remittances weekly.

To assist the sixth clerk in making out and copying all the annual and other accounts required by Parliament, the Lords of the Treasury, or the Postmaster-General, and in despatching the country postmasters' quarterly accounts.

To cast up and examine the inland and foreign charge bills, prior to entry by the fourth clerk.

To examine as to accuracy in copying out the general and cash accounts, and copies of the agents' accounts, with the sixth clerk, at the end of each year.

To assist the fourth and sixth clerks in examining the ship-letter quarterly accounts.

Sixth Clerk.

To copy the Scotch, Irish, and agents' accounts, and the annual cash certificate for each year.

To assist the Deputy Accountant-General in making out the rough draft of the annual general account.

To assist the fifth clerk in making out and copying all the annual and other accounts required by Parliament, the Lords of the Treasury, or the Postmaster-General.

To enter the deputy postmaster's charge quarterly in the charge-book.

To enter the cash and bills due after quarter-day in the deputy postmaster's quarterly accounts; and to fold and direct the quarterly covers, and despatch the quarterly accounts.

To call over the entries of the cash and bills remitted every week, and the entries in the ledgers every quarter, with the third and fourth clerks.

To enter daily the totals of the remittances from each deputy, from the Secretary's book, into the remittance-ledger, and call them over with the second clerk.

To call over the general and cash accounts, and copies of the agents' accounts, with the fifth clerk, at the end of each year.

To assist the fourth and fifth clerks in examining the ship-letter quarterly accounts.

Was that arrangement of the duties of the several clerks made since you became Deputy Accountant-General?—It was.

Was it altered from the preceding arrangement?—It was altered merely according to the circumstances.

Have you made any change in the distribution of the duties?—I have, in order to make the distribution more equal.

How many clerks do you think you could spare from the present establishment?—I do not think we could spare any; we are called upon frequently for statements for Parliament and for the Treasury.

How many do you think you could spare, if the Accountant-General himself was a constant attendant and an efficient officer?—If the Accountant-General was there constantly, one clerk might be dispensed with, certainly.

What you have spoken of under the name of the cash account is nothing more than entries of the charges of the various officers you have mentioned?— It is an aggregate of all those; it comprises them all in an aggregate, for the purpose of checking the Receiver-General.

Is that what you speak of when you say it is your daily occupation to prepare it?—Yes, preparing the materials for it.

The materials are furnished to you, are they not?—No; the cash I balance myself; I select it from the accounts current or the ledgers, and I balance it.

When you call it a cash statement, do you mean that it excludes bills that are not due?—Excluding bills that are not due; it is a statement of money received.

Do you make up a separate account of the money, and another account of bills?—I make up an account of the bills at the end of the year, to exhibit in the Parliamentary statements.

That part of the receipts which has come into the hands of the Receiver-General is not included in what you call the cash statement?—The bills that are not due, are not included.

For what purpose is that statement made up?—For the purpose of checking the Receiver-General with the auditors of public accounts.

Would not the cash statement, which closed on the 5th of January, include every thing but the bills not then due?—Yes.

Then this duty of making out the cash statement, as distinct from the bills, only arises on the 5th of January?—We have to make it up quarterly.

Is the account that is submitted to the auditors divided into quarterly periods?—Parts of it are; the foreign and inland letter-carriers' receipts are.

What is the occasion for that?—I am not aware of any particular occasion, only that it is the custom.

Then a part of the general annual account is divided into quarterly periods; and a part of it is not so divided?—The postmaster's remittances are all put in one sum; that is, the sum

69

Examinations.

No. 4.
C. T. Court, Esq.
29th April 1827.

total remitted by each postmaster in the year, distinguishing each; but to get it into one sum, we have first of all to add the quarterly accounts together.

Would it save a great deal of trouble if the bills were treated as cash?—No.

In that case there would be no necessity for a separate cash statement?—The bills, when paid, become cash.

You are understood to state that in making up this cash statement you exclude from it all such bills as are not converted into cash?—All that are not converted into cash go, as a matter of course, into the following year.

And the principal part of your occupation is making out that cash statement?—That is not the principal part, because I am occupied in miscellaneous things, accounts to make up for the Treasury, and accounts to make up for Parliament, and constant references from the different clerks.

Do you make any reports on any subject to the Postmaster-General?—I make reports of any inaccuracies in the agents' and other accounts.

And in the deputy postmaster's accounts?—Not in those; we make up the deputy postmaster's accounts ourselves.

Who makes up the agents' accounts?—They are made up by themselves, and checked by us; if there is any claim for incidental service, that is new; we take instructions from the Postmaster-General, upon the subject of it.

Then there is this difference between the deputy postmasters at home and the postmasters abroad, that the latter furnish their accounts, and the others have their accounts furnished to them?—Yes.

What is the reason of that difference?—Because abroad there is an internal revenue which we have no means of ascertaining but from the postmaster's own statement.

Do not you ascertain the revenue of the deputy postmaster here from his own statement?—Yes.

Then what difference is there between the two?—There is not much difference, in fact.

What means of information have you with regard to a postmaster here, that you have not with regard to a foreign postmaster?—If we were to wait for receiving the materials from the foreign postmasters and agents it would occupy a great deal of time to send the accounts backwards and forwards.

Then the difference arises only from the distance?—I apprehend it arose, originally, from there having been an internal revenue; because in the West India Islands we make up the accounts ourselves, and there is no internal revenue there.

Is not there an internal revenue in Jamaica?—There is; but Jamaica is an exception to the other West India Islands, in that respect.

Have the goodness to state which of the deputy postmasters or agents make up their own accounts, and furnish them themselves?—The Deputy Postmaster-General in Canada, in Nova Scotia, and Jamaica, and the packet agents, at the several packet stations.

Could not a country postmaster in this country make up his accounts just as well as the postmaster in Jamaica?—No, he could not; because before the account is made up, especially as regards the cross-road revenue, it undergoes a check here, by comparison of one postmaster's accounts with another; and he would have no means of checking himself.

Does not he know all that he is chargeable with?—He does; it might be done by him, and it might be checked afterwards, but it would occasion a very great irregularity; because some of the postmasters in the country are very irregular men, and very illiterate men, and we should always be in confusion.

Then you see no objection to it; but that you suppose they would not be able to do it regularly?—I think that would be the chief objection.

Do not they know all that they are chargeable with, and all that they are entitled to claim, within each quarter?—Yes.

What notice do you take of the remittances of the country postmasters?—We enter the remittances every day into a book which is kept separately for instalments, distinct from any thing else; and we see that those instalments are regularly kept up; and if they are not, they are reported to the Secretary.

Is there a fixed period for such report?—Every fortnight, and every month, according to the nature of the instalment: large towns remit every fortnight, and small towns every month.

How soon after the time appointed for the remittance would you make a report if the remittance had not come?—In about three or four days.

Are such reports very frequent?—Constant.

Who signs those reports?—They are not signed at all; they are made up in the office, and sent from us to the Secretary; he acts upon them; he writes to the parties.

What is the form of the report?—The reports are in a book called the "instalment-book;" it is technically termed the "black book." If we find any man is a defaulter, we enter him in that book, and return that book to the Secretary, and he writes to the postmaster; he either gives him further time, or puts him into the hands of the solicitor, just as he sees good.

How often do you send that book to the Secretary?—We write it up every fortnight, and every month, and then it is sent to the Secretary.

At what particular times is it sent to the Secretary?—Every fortnight, and every month.

How long does it remain with the Secretary?—It remains with him till the instalment time comes round again.

Do you know what he does upon it?—No, except accidentally.

Do you keep any individual accounts with the postmasters?—We keep a separate account with every postmaster.

If two instalments become due from a postmaster, what happens then?—He must have been

Examinations.
No. 4.
C. T. Court, Esq.
20th April 1827.

previously reported as having been in arrear in the first instance, and then we report him a second time.

Does that frequently happen?—I do not think it does; it does occasionally happen.

Does the Secretary do anything with your book?—He acts upon it immediately.

Does he make any entry in the instalment-book?—No, he sends it back to us for daily corrections, to write off any remittances that may have been made each day.

Then he does not actually keep the book?—Not entirely; he sends it backward and forward to us.

With whom does it rest to determine whether it shall be put into the hands of the solicitor?—It rests with the Secretary, acting under the Postmaster-General.

Have you any correspondence with any postmasters?—We never correspond with any of them; if we have any observation to make we do it in the shape of a report and send it to the Secretary.

Is it addressed to the Secretary or to the Postmaster-General?—It is not addressed to either; the postmaster's name is put upon it, and it is sent to the Secretary, and the Secretary forwards it.

Do you never upon any occasion correspond with the postmasters in the country?—Never, except upon some very trifling occasion.

Who is the person that upon those occasions corresponds?—It is sometimes myself, and it is sometimes the person that keeps the account.

Does the person who keeps the account write by your authority or by his own authority?—He should write by my authority, but it can never happen except upon very trivial occasions.

Is the agent generally consulted in fixing the rates of the instalments?—No, the rates of the instalments are ordered to be the net produce of the office.

Are they so in fact?—Yes; they are the net receipts of the office, as nearly as can be, avoiding fractions.

They are the estimated receipts of the office, are they not?—They are.

Have not those varied?—They vary from time to time, they are re-calculated occasionally.

Have they been re-calculated frequently within your experience?—Frequently; if any variation takes place in any town, if any large balance occurs, it is immediately looked to, to see whether there should be an alteration.

Whose duty is it to look to such alterations?—It is the second clerk's duty.

Has not there been an alteration in the rate of instalments generally?—Yes, about the close of the year.

What led to that?—Nothing in particular, only it was thought that it was time to look at them.

When had the instalments been fixed before that period?—I think the whole of them may have been re-calculated about two years before, but they are all re-calculated from time to time, in case of any variation occurring from any circumstance.

Do you think that those re-calculations have the effect of increasing the amount of the instalments, or of decreasing them?—It is just as it happens.

Are you able to state, upon the whole, what was the effect?—No; the very circumstance that occasions the instalment in one town to decrease, occasions perhaps another to increase, from the alteration in the circulation of letters.

Are any of the official disbursements checked in any way in your office?—As to the accuracy of the calculation only, and to see that they are signed by the proper officers; they would all have the initials of the chief clerk in the Secretary's office, before they are sent up to us.

How do you raise a charge against the Receiver-General for receipts for foreign revenue?—From the charges furnished by the Comptroller of the Foreign Office three times a-week.

How is it as to the West Indies?—As to the West Indies we make up the account quarterly.

How do you raise the charge against the Receiver-General in the mean time?—The charge against the Receiver-General is only for cash from the West Indies.

How do you make up that charge?—From the weekly entries.

Who furnishes you with the amount to be charged against the Receiver-General, as to receipts from the West Indies?—We do not specify them at all to the Receiver-General.

How do they come into the account?—They come into the account which is made up at the end of the year.

Are there no remittances?—Yes, there are remittances, but the Receiver-General has nothing to do with them distinct from any other remittances.

How do they go into the Exchequer?—They are not distinguished particularly; they all come through the Secretary.

Is that the case with Jersey, and the Isle of Man, and all similar situations?—Yes, they are all included under one head in the account.

Have you any knowledge of the state of the account of a foreign postmaster till you receive his quarterly statement?—No.

Is there no separate account kept with the foreign postmasters at all at the head office?—There is an account of the letters sent, and upon that account we check his account when it comes.

Is that account furnished to you?—Yes, it is sent by the superintendent of the letter-bill clerks.

Do you raise an account against the Post-office for the postmasters of the West Indies?—Yes, from the return given to us by the letter-bill clerk.

Then the postmaster at the end of the quarter sends you his accounts, and you see that

Examinations.

No. 4.
C. T. Court, Esq.
20th April 1827.

he has given credit for what is charged to him?—Yes, but the account never agrees, because the West India postmasters will always take credit for the bills that are sent, and we give them credit only for what are cashed in the hands of the Receiver-General.

What receipts are included in the accounts of the foreign postmasters, besides the postage of letters sent out?—The postage received in the interior of Jamaica, Canada, and Nova Scotia, and between one station and another.

Have you any idea how that receipt is checked?—It is checked by the postmaster there, in the same way as the bye and cross-road bills are checked here, and the result of that checking they send over to us, and we compare one town against another; the postmaster in one town says that he has sent so many letters to the postmaster in another town, and the postmaster in the other town acknowledges that he has received so many.

Then you treat Nova Scotia and Canada just as you do Wales?—Yes, except that in one instance we wait till we get their accounts, and in the other we make up the accounts ourselves.

Have you not the same account from Nova Scotia as you have from Wales?—Yes; that is to say, we have the result, we have not the detail. From Wales the accounts of the bye-letters are sent in detail every day, and they are all examined, and one postmaster is made to check another, but in Nova Scotia they check it there, and merely send us the result.

You have no control over the accuracy of those remittances, any further than as regards the amount of postage of the letters sent out?—The Deputy Postmaster-General swears to the account, and he sends us the result of the cross-post examination.

Are there any items of the accounts that are furnished to the postmasters here that the postmasters themselves are not previously aware of?—I think they must be aware of everything.

Who makes up the finance accounts?—They are made up chiefly by me.

From what materials do you make them up?—From the quarterly accounts, which have been previously made up the year before; our accounts are all made up in quarters, and the results of those quarters are put together, and formed into an annual statement.

Do you understand that the account now before the Commissioners, which is the account of the last year, includes the whole of the receipts, whether from salaries or other emoluments, of all the persons who have accounted in the service of the Post-office?—It includes nothing except what is paid out of the Revenue.

Then all the receipts of the different officers that are derived under the head of what are called other emoluments, are excluded from this statement?—Yes; this is only an account of what is charged to the Revenue.

In the course of your office is there any account of those other emoluments?—No, we know nothing of them.

There are no other emoluments in your office except private postage?—No; the stationery we order as we want it.

Do all the clerks avail themselves of that stationery?—Yes; the clerks are restricted to a certain number of quires per quarter, which is considered to be enough for them. I think the allowance is eight quires per quarter for their office use and everything, and 100 pens a-quarter, with two pencils, and four or five sticks of wax.

Are there any other perquisites of any kind?—There are no other perquisites.

Is a residence allowed to any of the clerks in your office?—No, none of them reside in the house.

Who has charge of all the official books and papers?—There is a housekeeper lives in the house.

Is it not in the Post-office?—It is a detached house.

Do any of the clerks hold any other employment?—Not any of them.

Your income is not subject to any deduction?—No.

Whom do you consider the most efficient clerks in your office?—I consider them all equally efficient.

What makes the distinction between seniors and juniors?—There is no particular distinction except the classing of their salaries; as soon as they get upon that class, they become senior clerks without reference to the length of service.

It appears that the last junior clerk has been longer in the office than the first; how did that happen?—He was transferred from another office.

Then the date here given is the date of his appointment in the other office?—Yes.

Has there been any increase of salaries in your office since your appointment?—Yes; I think the whole of the salaries were revised since I have been there. The allowance for length of service has been stopped by a general order from the Treasury.

You have had a sum distributed upon that account, have you not?—Some of them have.

Have not all the claimants in your office had a portion of it?—They have had a portion.

You mentioned that you were principally concerned in preparing the Parliamentary Account; under whose immediate direction have you prepared it?—Mr. Herries and Mr. Spearman directed it to be drawn out in this way, with reference to a plan suggested by a "Committee of Accounts" of the House of Commons.

Does Mr. Thomas take any part in the preparation of those accounts?—No.

What does he take part in personally?—What he does is signing the warrants and papers, when he is here, and signing the annual accounts, and attesting the general account and the cash account.

Is there any other business that he does personally?—No.

If he did not do that, you would do it?—If he did not, I should do it.

The Act of Parliament makes your signature equally available?—It does.

Examinations.

No. 4.
C. T. Court, Esq.
20th April 1827.

Do you receive instructions from the Secretary as to the management of the office?—Yes.

Did you receive such instructions from him with reference to the alterations you have made in the arrangement?—Not as to the interior arrangements.

Was the arrangement which you made submittted to the Secretary?—No.

Was it submitted to Mr. Thomas?—I believe Mr. Thomas saw it, but he left the arrangement to me.

Are there any incidental expenses, that you have any knowledge of, in your office, such as the charges for expresses, or any other extraordinary expenses?—The charges for expresses are kept by us.

Why are those charges kept in your office?—The express is entered in the Secretary's office in the first instance, and the particulars of it are allowed by us to each postmaster on the road to the town to which it is addressed.

Have you a particular account of all the expenses incurred for expresses?—Yes.

Is it a large head of expense?—No, it is very trifling.

Is it less than it used to be?—I think it is.

Have you any correspondence with the Postmaster-General, or with the Secretary, by letter?—We correspond occasionally with the Secretary.

What do you write about?—About anything that may have occurred in the accounts.

Do you write letters?—Differences of account are stated in the shape of a report.

Do you write any letters to the Secretary?—We do sometimes, but very seldom.

When you write letters, who signs them?—I sign them.

To whom do you address yourself?—To the Secretary.

Not to the Postmaster-General?—No; I should write to the Secretary.

Does the Assistant-Secretary ever give you any instructions?—He frequently writes letters; for instance, ordering such a thing to be allowed to a postmaster; that an error has occurred, or something of that kind.

Was the system always the same, within your experience, with respect to the interference of the Secretary, and in all other points?—Yes; everything is sent to the Secretary for the Postmaster-General. There is no direct correspondence or communication with the Postmaster-General.

The furnishing the accounts to the deputies constitutes the greater part of the business in your office, does it not?—Yes, the principal part.

That occurs periodically?—Yes, that is our principal branch: another is the checking the Receiver-General, and, at one time of the year, making up the accounts for Parliament; and another branch of business is preparing the accounts for the Audit Commissioners, and that leads to correspondence respecting various queries which may arise upon them.

What becomes of the warrants?—The warrants are kept by the Receiver-General, and delivered into the Audit-office as his vouchers to support his own account.

Have you any absences allowed you?—We have none allowed as matter of right; it is considered as a matter of favour to be allowed to be absent for a short time.

Are there any holidays allowed?—Good Friday and Christmas Day are the only holidays.

When absences are allowed, how long are they for?—It is considered that the head of the office is allowed to give to the extent of a fortnight. If there are any particular circumstances, or a gentleman should be ill, it must be laid before the Postmaster-General.

Upon those occasions in which you have been absent so long as a fortnight, has Mr. Thomas been in the office?—It does happen that I have not been absent except from illness.

Is the business that you do when present done by Mr. Thomas when you are absent?—If he is there, so far as regards signing and superintendence; otherwise I have been obliged occasionally to sign papers at home.

Does he do anything more than sign the papers in your office? Does he prepare any of the accounts, or any other part of your peculiar business, as described in the paper you have delivered in?—No.

What is your salary?—£450 a-year.

You have no other emolument?—No other emolument except the allowance of private postage.

What is that worth to you?—I think the amount I claim may be about £6 or £7 in a year.

You have no night-work in your office?—No night-work.

Examinations.

No. 4.
C. T. Court, Esq.
20th April 1827.

An Account shewing the Number of Warrants and Drafts, entered and countersigned in the Accountant-General's Office on each Day in the Quarter ended 5th April, 1827.

Days.	Warrants	Drafts for said Warrants	Days.	Warrants	Drafts for said Warrants
1827, January 8th	*44	33	1827 February 16th	7	6
" do. 10th	*29	33	" do. 19th	3	3
" do. 12th	*25	35	" do. 21st	3	2
" do. 15th	30	20	" do. 23rd	7	9
" do. 17th	25	28	" do. 26th	2	2
" do. 19th	44	26	" do. 28th	10	7
" do. 22d	27	19	March 2d	1	4
" do. 24th	35	17	" do. 7th	2	5
" do. 26th	34	27	" do. 9th	4	3
" do. 29th	28	15	" do. 12th	2	2
" do. 31st	24	19	" do. 14th	4	2
February 2d	17	17	" do. 16th	2	7
" do. 5th	23	9	" do. 21st	6	5
" do. 7th	22	11	" do. 23d	4	7
" do. 9th	10	11	" do. 30th	2	1
" do. 12th	9	9	April 2d	1	1
" do. 14th	16	11	" do. 4th	2	2

C. T. COURT, Dep. Acct. Gen.

* The Drafts for the Salaries (in number 270) are principally paid within these three days; the Salaries on the Establishment being included in one Warrant in the shape of a letter from the Postmaster-General to the Treasury.

No. 5.

No. 5.
C. T. Court, Esq.
March 18, 1835.

Wednesday, 18th March, 1835.

Mr. *Charles Thomas Court* was called in and examined as follows:

What office do you hold in the Post-office?—Accountant-General.

How long have you held that office?—About four years.

In what capacity did you enter the office?—I entered as junior clerk, and rose by regular gradation by seniority.

Is it your duty to make out accounts for Parliament?—It is.

Are the accounts kept in the Accountant's office exclusively?—I should say exclusively.

What books of account are kept?—We have ledgers, postmasters' ledgers, and a journal, and remittance books, and various sorts of books—cash books.

In what book are accounts that come to your office first entered?—We check them by the daily bills. The letters that are sent out have a bill sent with them, and the postmaster returns the bill, which we enter in a book called a charge-book, and at the end of the month the postmaster sends a monthly account, and we check that by those daily entries from his own bills.

With what book of account is your day-book compared to prove the accuracy of the account?—We enter the daily bill, and compare it at the end of the month with the return which the postmaster himself makes, and we correct it, if necessary, by the entry of the daily bills, and we return it, if corrected; and at the end of the quarter we make up a quarterly account current.

Are those accounts entered in the ledger?—They are; we enter first the amount of letters which the postmasters receive, and upon the other side of the account we give him credit for his salary, incidental expenses, mail-guards' wages, and for any letters that have been refused, and what are called dead letters, and for his remittances, and then we make the balance.

When you transfer them to your ledger, do those bills come under the specific head of services, or personal accounts?—The bills for the letters are divided into London letters, and letters originating in the country going through bye and cross-roads, and Penny-post letters.

For instance the letters to Bath, are they put under the general head of the postmaster, by name, at Bath, or in the more general term of the "western road?"—The postmaster at Bath, personally, is made accountable.

With respect to the packet system, in what manner are the expenses of the packets sent up and entered in your office?—There are district agents for the packets, who do nothing else but attend to the packet business; except at Falmouth and Holyhead, where the agent is also postmaster. They send us vouchers for every expenditure, and an account at the end of the quarter, which is attested upon oath.

Who examines those accounts?—They are examined in the Accountant's office.

How do you answer for their correctness?—It all passes through the Secretary. If we have anything out of the ordinary course, we report it to the Secretary, and take his instructions whether it should pass or not.

Is there any one qualified in your office to check the expenditure?—We do not enter into

Examinations.

No. 5.
C. T. Court, Esq.
March 18, 1835.

the propriety or the reasonableness of it. We only see that there are vouchers for every thing, and that the calculations are properly made. There is a voucher for every thing.

Suppose there is an extraordinary quantity of coals?—I think we should have no means of noticing it because coals being a constant supply, it would not be out of the ordinary course; but if there was anything out of the ordinary course, we should feel bound to represent it to the Postmaster-General, through the Secretary, and take his instructions upon it.

After the Accountant-General has made up the additions, and sees that there is nothing to object to in the bills, what is done with the bills?—The whole of the accounts at the end of the year form part of one general account of all the Post-office receipt and expenditure, and are sent to the Auditors.

Under what head is the packet system entered in your books?—We enter them under the head of the different agencies.

Have you a separate head in the ledger?—Yes, we have Holyhead separate, and Milford separate, and Weymouth separate, and so on.

Then you could furnish detailed accounts of the packets at all those different stations?—Most assuredly.

Should you find any difficulty in making a return of the consumption of coals, or the stores, or machinery, or any other article, at any one of those stations?—Coals are stated, I believe, separately, and the amount of coals consumed at a station, I think, could be returned.

You can give the wages to the seamen and officers of each boat?—The wages of each boat, but not the stores. We have no separate account of the stores for each packet.

Does the captain's log of expenditure come to you?—It does not come to us.

Could you furnish the complement of men and officers to each boat?—I doubt whether we could furnish that. It could be got, I apprehend, from the agent, or from the Secretary. We could give the wages actually paid in any quarter for the seamen and the captain as they stand in the accounts, but whether that would be the full establishment we should have no means of knowing.

Could you give a separate account of the repairs of the different boats?—I am afraid not sufficiently distinguished. We could give the repairs on the station, but I doubt whether we could divide it accurately for each boat upon the station.

With respect to the boats upon the Dovor station that come to be repaired upon the river Thames?—I think that could be detailed, and separated to a certain degree. All that is done in London could be ascertained because the builder's bill would be for repairs done to a certain packet, naming the boat.

What would be the difficulty at Liverpool?—There, perhaps, the carpenters and the persons employed would charge the bills for the different repairs of the packets without naming the particular packet.

Do you speak hypothetically, or from what you know of the nature of the bills?—I speak from what I know of the bills. I dare say that in all the main articles they are separated; but I think, in the smaller bills, they would be employed regularly, and not make a distinct account of each vessel.

Is the charge of the dock-yard at Holyhead sent to your office?—I do not recollect whether there is any specific charge of that nature.

Are you aware that there is an establishment at Holyhead for the repair of steam vessels?—There is a storekeeper, I believe, and a storehouse, and the agent, Captain Goddard; but I have no personal knowledge of it.

Is Captain Goddard superintendent of the depôt?—He is the managing man there.

Are you aware whether he is the manager of the depôt and dock-yard for the repairs of steam vessels there?—So far as the Post-office is concerned he is the general manager there.

Do his accounts for stores come under your notice?—They are sent every quarter.

They are considerable, are they not?—They amount at times to a very large sum.

Do you recollect whether, in those accounts, the separate amounts of the particular vessels are inserted in the account?—Not, I think, for the particular vessel, but only generally for the station.

Did you make out that account?—[*An account being shown to the witness.*]—No, this did not come from our department.

Is not yours the only office of account?—We are the only regular office of account; but if any statement is called for, if the Secretary chooses to do it, it is for him to do so.

Are duplicates of all the accounts kept in the Secretary's office?—I cannot say. We make a register of the greater part of the accounts of the packet agents.

It is presumed that, in the common course of business, all agents of stations send their accounts to the Secretary?—Yes.

Are copies of those accounts taken in the Secretary's office?—No, the Accountant enters the principal abstracts.

In this account it is stated, "Wages and provisions for six boats, £10,461." Now it appears that the complement of one boat is £1,061, which, multiplied by six, would fall far short of £10,461. How do you account for the whole of the charge for the boats being £10,461?—I think they must include part of the stores in that. I cannot explain the difference.

Who would be able to explain this?—Mr. Lawrence would be able to explain it. I apprehend that this is considered the establishment only, and that in the working of it they may have had some disasters, which have made up the amount.

Could your office furnish an account stating the name, tonnage, power, and complement of officers and men of each vessel, together with the date when she was taken into the service

Examinations.
No. 5.
C. T. Court, Esq.
March 18, 1835.

of the Post-office, and the total cost of the vessel and engine complete also the total expenditure for its outfit and maintenance for three years, detailed under the following heads:—Wages to officers and men, victualling, harbour and dock dues, coals, oil, tallow, and other stores for working machinery, repairs to vessels, and repairs to machinery, and alterations of the vessel?—The accounts furnished to us would not enable me to give that account, because they do not contain the tonnage, and they do not contain the precise date.

Could you furnish the total expense of the outfit and maintenance and substantial repairs, at any one station, for three years?—We have the whole of the expenditure that has been incurred, and that we could give.

What accounts have you of the agents at this time?—We have the whole of the accounts for the last year; that is to say, to the 5th of January.

Are they examined in your office?—They are.

When do they go to the Audit-office?—They ought to go before the fifth of April.

Are the accounts of the former years all in the Audit-office?—They are.

Do you know whether they are registered there?—They have the accounts themselves for about seven or ten years back. I think that prior to ten years they destroy them.

Might those papers be seen at the Post-office?—Most assuredly.

Were you aware that copies were kept of the agents' accounts in the Secretary's office?—They have a weekly return of the progress of the packets, how much they receive for passengers, and what the expense independent of the quarterly accounts, and I apprehend they have made up the accounts from those.

You were understood to say that your accounts do not show the distinct charge for the repairs of each vessel?—I think they would upon the principal articles of repair, but not some of the smaller ones. We have every farthing that is paid, but the difficulty would be in dividing it into each packet.

Then it is your opinion that an account could be given of the substantial repairs of all the boats?—Within a recent period.

There appears to be no charge for stores at Dovor?—I suppose they require very little stores there upon that short passage.

Where do they get their stores from?—I cannot say; nothing appears upon the accounts.

Could an account, with facility, be made out of the whole outgoings of the packet establishment, including building vessels, wear and tear, wages, packet-agents, superannuations, and the number of persons employed, and advertisements if any?—I think they might be separated. The only difficulty would be in the separation.

There is a charge in the last finance account, under the head of packet service, of £114,000?—Every item of that we could explain, but whether we could arrange it under those specific heads I cannot say.

Under what general heads could you arrange it?—We could give the expenditure of the different stations,—how much for wages, how much for victualling, how much for stores, separating the coals and the repairs.

It is stated coals and the expenses thereof?—They employ vessels to bring the coals at Holyhead.

Have they a vessel for the purpose?—They have vessels for the purpose at Holyhead, but sometimes they employ other vessels.

How do you account for the very great difference in the expenditure of coals between one quarter and another?—I cannot explain that.

Who is qualified to explain these accounts?—The agents themselves would be able to explain them all.

Do you know the principle upon which coals are charged in that account,—whether it is a return of the stock in hand, or of the coals consumed?—It is a return of the coals purchased and laid up in store.

As the Accountant of the Post-office does the captain's log came before you, stating the expenditure of his coals?—No.

Then you have no means of judging of the reasonable consumption of coals, whether by short passages or long passages?—The accountant has not. The agent certifies that a certain sum has been expended, and he produces the receipts for laying in the stores, and we take his account, which is certified upon oath.

Who is the agent at Dovor?—Mr. Hart.

Is he a captain?—No, he was originally a riding surveyor.

Will you explain the nature of your ledger for the packet service,—are there wages for the different agents upon the different stations?—Yes.

And their accounts abstracted in the ledger?—An abstract only—the gross total of the receipts, and so much for the wages, and so much for the stores. The greater part of the expenditure is classed under the head of packets.

You have some pages in your ledger for each of the stations?—Yes, we have; the daily bill comes up certified by the agent, and signed by the captain and the steward.

How often do you write up your books?—Once a quarter; when the account arrives it is examined by the daily returns, and entered once a quarter.

In this packet establishment are the superannuations of the old packet officers inserted?—There are a great many widows and orphans of seamen; they do not come under the head of packet establishment, but they come under the head of Miscellaneous, and any superannuations allowed to a captain would come under the head of superannuations.

Where do the agents' salaries come?—They come under the head of salaries, but the captains' salaries are placed under the head of packets.

When a new vessel is built, is that put under the head of packets?—It would be all under

Examinations.

No. 5.
C. T. Court, Esq.
March 18, 1835.

the head of packets, and if the expense were incurred in London it would be paid by the Postmaster-General's warrant by the Receiver-General in London. The agent would not introduce it at all then.

Suppose a packet-agent at Liverpool receives in his quarter £3,000 for passage-money, does he expend that money without remitting it to London, but send the balance at the end of the quarter?—Certainly, if there should be a balance. If the money received for the freights and passengers should be sufficient to pay the expenses of the station, and if there should be anything over, he would remit that balance.

Are the country postmasters in the same habit?—No; we make up their account, and transmit it to them; but the agent makes his account, and transmits it to us.

If there are any services in the country to be paid for by a country postmaster, does he draw upon the Post-office for that expense, or deduct it from the money he has in hand?—He deducts it from the money accruing. We allow it in the account, and allow him to remit so much short.

Are those services entered distinctly?—They would be all entered distinctly, and in detail.

Would they be abstracted in the general account?—There is an abstract of them in the general account. The Accountant-General keeps an abstract of all these services under the particular head.

Suppose an account comes up from Brighton, where he has received in the month or the week £89, and for the service of the Post-office he has spent £18 or £19?—The Postmaster-General would allow that £18 or £19 in the bill of incidents.

When it comes to your office is that abstracted and put under the different heads?—Yes; but if it is for salary, or any regular service, there is a warrant made out every quarter.

How often do the country postmasters send up their accounts?—We make the account every quarter. When the letters are sent to them we send a bill with the amount of them. The postmaster examines it and returns it with his signature, and if he finds they are wrong told, he returns it altered, and we enter it in the book every day. At the end of the month it is cast up, and the postmaster sends a monthly form.

In the hurry of the despatch of letters do not mistakes sometimes arise?—Differences arise certainly.

Are they frequent?—More frequently with some postmasters than others.

Are they always upon the side of the postmasters?—Not always; sometimes in the hurry of business letters are told up improperly. In that case, if the postmaster is applied to, and if he says that he has told them twice carefully they allow it; but if they find it in more than in two or three instances it excites notice, and then they have the letters told two or three times before they go out—they keep a watch over him to detect him.

Have any cases of fraud occurred?—There have been cases of that kind, and the postmaster has been dismissed.

Does the bill in London usually agree?—Pretty well. There is never a week without some instance of a difference.

When the mail leaves London at eight o'clock, are all the different bills sent to your office?—The bills are sent down in the same bag with the letters.

Is a duplicate of that bill retained in London?—No; the identical bill is returned by the postmaster. The postmaster examines the bill, and returns it by the mail with his signature to it.

What is your first operation with that bill?—To enter it in the monthly book, day by day.

From you where does it go?—Then we examine the postmaster's own return at the end of the month, and when that has been set right and adjusted, we enter it in the postmasters' ledger.

How many post towns have you in England?—Rather more than 600 in England and Wales.

And there is a separate and personal account with each postmaster?—Yes.

How many in Scotland?—In Scotland, perhaps, 230 or 240 post towns. The accounts are sent up in the gross from Scotland once a-quarter.

After it is entered in your ledger are duplicates sent of it to the Receiver-General, or what communication is there between the office of the Accountant-General and of the Receiver-General?—The Receiver-General acts as banker to the establishment. He receives all the money in the town collection, and the remittances from the postmasters, but the Receiver-General does not keep any account with the postmasters.

How does he know the proper sum?—He knows nothing of that, the accountant ascertains that it is the proper amount.

Is the money paid directly to the Receiver-General?—Yes; for all the town collection it is paid three times a-week to the Receiver-General.

How does the Receiver-General know the precise sum that he ought to receive from the country postmasters?—He does not know; he takes anything that they send him.

To whom does the Receiver-General make his account stating what sums he has received?

He makes an account to the Audit-office of the sum total that he has received under the head of remittances from postmasters, but the account of the accuracy of those remittances is kept in the Accountant's office. It is part of my duty to see that the postmasters remit at proper times.

Does the Receiver-General send an account to you of the money he receives?—No; the remittance is sent to the Secretary, whose clerk enters it in a book under the head of each postmaster, and then he sends the remittances to the Receiver-General and the book he sends to the Accountant-General,—and the Accountant-General enters them in his book, and charges the Receiver-General with them, and sees that they are paid into the Bank of England every day.

Examinations.

No. 5.
C. T. Court, Esq.
March 18, 1835.

Who is the Receiver-General?—Mr. Young.

Does he execute the office personally?—I believe he is there pretty frequently; he has not been long appointed.

Did Mr. Willimott execute the duties personally?—He was not there much; he had another appointment in the Excise which took up part of his time.

Who executed the duties in his time?—When he was not there, the principal officer was the chief clerk, Mr. Bowden.

Do accounts come to you certified in the Secretary's office?—The agent sends his accounts to the Secretary, and the Secretary, after looking at them, sends them to be examined.

With any notes upon them?—If any thing was not to be allowed he would make a note.

Then, in fact, they undergo an audit in the Secretary's office?—As far as regards the propriety and the reasonableness of the expenditure; that we have nothing to do with.

Then accounts are paid upon the responsibility of the Accountant-General only?—As far as regards the correctness of the vouchers, but not the reasonableness or propriety of the expenditure.

They must have also the mark and sanction of the Secretary?—There is no particular mark affixed to them; they are merely transmitted through the Secretary.

Was any account ever paid that you objected to?—It frequently occurs that there is some new claim made, something out of the usual course, and in that case we always refer it to the Secretary.

Are such payments ever struck out afterwards?—I am not aware that such payments have been struck out; it has been explained that it was a correct charge, and we have been ordered to pass it.

Then your supervision is merely as to the accuracy of the figures?—Merely as to the accuracy of the figures and the proper vouchers.

Your accounts are not entered in duplicate more than the cash-book and the ledger?—Of the packet-agents' accounts we enter a copy of a portion and the abstract, but of all the country postmasters we keep a register.

They are entered first in the month-book; secondly, in the ledger; thirdly, you abstract them into the journal?—Yes, there is what is called double entry, a form of journal, cash-book, and ledger, furnished from the Stationery-office by order from the Treasury.

Has that always been the practice?—Only within the last few years; Messrs. Brooksbank and Belt were employed to look into the method of book-keeping, and they suggested some forms which applied to all the different departments: we are furnished with printed forms of books which we are bound to fill up, but that is chiefly for a particular purpose to enable us to get the books balanced.

Do you send in the book to the Audit-office?—We send a book containing an abstract of all the accounts; it is a book made up expressly, and we send up all the vouchers for the packet-agents in this country and all the colonies, and for the Post-offices in Ireland and Scotland.

Under what head is the income of the Post-office of Jamaica brought?—It all comes into one general fund.

Do you keep any separate account of the foreign postages?—A certain portion of the foreign we keep separate, but a great proportion of it is sent out by the inland letter-carriers, and therefore it forms part of the inland collection in our books.

Have you made out an account lately of the amount of foreign postage?—We have made out an estimated account; the letters are so intermingled that it is impossible to make out an exact account.

Do you know what is the per-centage of the expense of collection upon the gross revenue of Great Britain and Ireland?—For Great Britain it is £26. 15*s.*, for Great Britain and Ireland together, £27. 14*s.* per cent.

Do you give any certain paper or form for country postmasters to keep their accounts?—Yes, we furnish regular printed forms for them.

With reference to the stores, have you any account of the quantity of stores in hand?—No, that does not come to us.

What is the extent of your department—how many clerks?—Fifteen persons altogether.

Are there any fees taken in your department?—Nothing; they used to sell the waste paper, but that is taken away recently,—it is paid into the revenue.

Are there any fees from the country postmasters or the agents?—No fees whatever.

Where expenses are incurred at one station for the repair of a packet belonging to another, to which station would the sums be charged?—They would be charged at the station where the expense was incurred, without reference to the station to which the packet belonged. Any repairs done at Holyhead would be included under the head of Holyhead.

If a Portpatrick steamer was to be repaired at Holyhead, would the charge appear under the head of the Holyhead agency?—It would.

And not be transferred to the other?—No.

If an account was to be called for of the repairs, all the repairs done at Holyhead would be returned at Holyhead?—Unless we had specific directions to pick out some particular packets, and if the account would enable us to pick out the different packets we could do it.

You observe that the account which has been already shown to you, and for which you are not responsible, which has been sent to the Commissioners, gives the expense of the repairs of vessels belonging to other stations, such as Liverpool and Portpatrick, under the division of those stores?—That being called for in a specific way would be given in a different way.

You say that you have no account of stores in hand?—There is no account of stores in hand sent to the Accountant-General.

Examinations.

No. 5.
C. T. Court, Esq.
March 18, 1835.

Do you know who purchases the stores?—I believe they are purchased by the agent under the authority of the Postmaster-General, but I have no means of knowing how it is done.

In those agents' accounts, of course their own salaries are taken credit for?—They are.

Are the agents' accounts tied up and kept separately in your office?—Yes.

Then if the Commissioners were to go to the Post-office they might be referred to?—At a moment's notice; we have all the agents' accounts separate and almost ready for delivery to the Audit-office for the whole year.

Is the law imperative that they must go in upon the 5th of April?—It is a custom, but a note from the Treasury would be sufficient to detain them; any of those accounts can be produced in a moment.

Have you prepared the auditors' book?—The auditors' book is complete. I believe it is this very day before my Lord the Postmaster-General for his signature.

In what form is it brought out?—It is a kind of ledger. The receipts are called charge, and the expenditure is termed discharge, and all the receipts are put down under the different heads to correspond with the accounts presented to Parliament, and the expenditure is stated under the different heads, and we send in the vouchers, as before recited, in support of the expenditure.

Is it in the form of a journal or ledger?—It is an abstract for the year; but it contains the greater part of the expenditure for each of the four quarters, and the total of that is brought to account. The principal officers, the presidents of the Inland, Foreign, and Twopenny-post appear before the Audit-office, and swear to the different items of the receipt when the book is given in.

How often do the agents abroad send their accounts?—Quarterly, all of them.

Are there any Post-office packets in the West Indies?—There are mail-boats which go between the different islands which are paid by contract in London, so much for the quarter.

Under what head in your accounts is the charge for a new packet?—Under the general head of packets.

If there has been a new packet last year, would it be included in one of the agents' accounts?—It would most probably be paid in London, and then the agent would have nothing to do with it.

Would it appear in the agents' accounts?—No; all that would appear in the agents' accounts is that portion of the expense of repairs which he might have paid himself.

Supposing that a packet upon the Dovor station went under a large and expensive repair in a ship-yard at Harwich, or in the river Thames, under what head would that appear?—Under the head of packets paid in London.

Then in the accounts that are now proceeding to the auditors all the direct expenses for the repairs of the steam-boats will be included?—If paid in London they will be included under the term of incidents, and the incidents subdivided into packets and all the different heads?—

Does the agent deduct the captain's fees for cabin passengers?—I think upon the Liverpool station he deducts it from the charge side of his account. Upon the Dovor station it is paid upon the Postmaster-General's warrant, as a per-centage on the amount of passengers between Dovor and Calais.

Is there a per-centage at every station?—No; I think only at the Liverpool and Dovor stations.

Do you know upon what principle it is allowed at Liverpool and not at Milford?—No.

What is the per-centage at Liverpool?—It is 2*s.* for each passenger. C. T. Court.

No. 6.
C. D. Wagstaff, Esq.
March 11, 1835.

No. 6.

Wednesday, 11th March, 1835.

Charles D. Wagstaff, Esq., was examined as follows:

What situation do you hold in the Post-office?—Superintending president of the Foreign Office.

How long have you been in the Post-office?—Forty-one years the 3d of January last.

Have you always been attached to the foreign department?—Always.

How long have you held your present situation?—Three years last January.

Have you brought with you the accounts desired from the Post-office?—I received the orders for their being made out this morning immediately before my leaving the office, but they have been in preparation in consequence of the direction I received the other day, and are in a very forward state.

When do you expect they can be supplied?—Some of them may be sent in to-morrow, certainly; one has been already made out, and, by the day following, the whole of them, I should think, will be completed.

Can you state some portion of the information which the Commissioners desire as to the number of letters arriving by the French mails, or the weight?—I have an account at the office, but I have not brought it; the mails vary,—some days in the week they amount to 2,000 letters, on other days there is little more than half that number.

The old post days the mails are the heaviest?—They are.

Is there not a post six days a-week to France now?—Yes.

The Glasgow mail arrives late at night?—About ten o'clock on the foreign post nights, indeed, on all nights, but then they are not taken to the Foreign Office; on the Tuesday and Friday the office is kept open till twelve o'clock at night, on the other nights only till eight.

It is only on two of the nights the Glasgow mail deliver their bags to be forwarded by the Foreign Office?—Just so.

Examinations.

No. 6.
C. D. Wagstaff, Esq.
March 11, 1835.

Only two nights in the week the letters which come by the Glasgow mail are forwarded the same night?—Yes.

Is there any other mail that arrives late at night?—Yes, a coach brings a bag from Leeds and several other commercial towns.

There is a special mail sent to Dovor on the Tuesday and Friday evenings?—Yes; on the other nights the letters are sent by the ordinary mail at eight o'clock.

How long has the daily post to France been established?—It was during the Duke of Richmond's holding the office of Postmaster-General in 1833.

Do you know the grounds on which it was so long delayed after the recommendations of a Committee of the House of Commons in 1797?—I do not; the correspondence was carried on between the Secretary and the gentlemen who were sent from the Paris office.

Are you aware that a Committee of the House of Commons recommended a daily post so far back as the year 1797?—I was not aware of that.

Is yours an office of account?—Merely to keep accounts of the value of the mails, and the number of letters contained in them.

Have you an account with you of the value of the mails?—No, I have no account whatever with me.

A single letter pays 1*s.* 2*d.* to Calais?—Yes.

You have then no further account of that letter?—No.

When a letter arrives from France, the charge is the same, 1*s.* 2*d,* though the letter comes by the French packet?—Yes, though brought by the French packet.

That is sixpence in coming, and sixpence in returning?—We are ordered by the Secretary to charge a certain rate of postage. If we receive directions to make up a mail for any country, the rate of postage is named. 1*s.* 2*d.* is the rate to and from France, but I cannot say why it should be so.

Have you an account of transit with any other country but France?—No; formerly we had with Holland, but that is done away with by some arrangement between the two offices.

By what conveyance does a letter go to Vienna?—The proper way will be through Belgium, but we send it in whatever way the writer may direct it.

That is 1*s.* 8*d*?—Yes.

Upon what principle is that 1*s.* 8*d.* charged? Is it for any part of the inland carriage?—I cannot say.

The boat used to sail from Harwich, but now goes from the Thames?—Yes.

Has the charge upon letters going to Holland or Hamburg been altered since the packets have sailed from the Thames?—No, there has been no alteration.

After the letter lands at Hamburg, do you pay any portion of the transit of that letter to Vienna?—I believe not; whatever account of that kind is kept, must be kept at the Secretary's office. I do not correspond with the office at Hamburg or Paris.

Have you any foreign correspondence kept in your office?—No, we are not allowed to correspond with offices of foreign states.

Your office only communicates with the Secretary's office, not the office at Falmouth, for instance?—Just so.

Have you brought an account what countries or British colonies are comprehended in your office?—I can state that from the list before me. The Foreign Office transmits letters to France, the United Netherlands, Germany, Switzerland, Denmark, Sweden, Russia, Italy, Turkey and Spain; the account which is preparing at the office will show every country to which we send letters:—Portugal, Gibraltar, Malta, Greece, Corfu, Egypt and India, Madeira, Brazil, and Buenos Ayres; we send letters to Columbia, Mexico, and the Havannah.

Does the same packet take letters to Cadiz and Lisbon?—No, Lisbon has a separate packet.

Is that a sailing or steam-packet?—A sailing packet, I believe; but the packet establishment at Falmouth is under the Admiralty; sometimes it has been a steam-packet they send occasionally, I believe.

Has the number of foreign letters increased or diminished of late?—The number has increased considerably, but I cannot state the ratio of increase without comparing the accounts.

If a person in France wishes to send a letter to the West Indies, can he pay for that letter the inland carriage in England as far as Liverpool?—By a late arrangement that accommodation is afforded to the French Post-office; they send letters to us charging themselves with the amount of postage upon them, and we forward them to the West Indies, and to almost all parts of America.

There is a mutual account kept with the French Post-office?—Yes, which is sent monthly to be checked by me in the first instance, and then by the Accountant-General.

Is there correspondence to much extent carried on in that way?—Not to a great extent.

That is the principle on which you have acted of late?—Yes, that is an arrangement which was made when Mr. Piron was here, and in correspondence with the Secretary.

Does this apply solely to France, or is the same arrangement made with Hamburg or Amsterdam?—There is a similar arrangement made with Hamburg and with Bremen.

Not with Frankfort or other cities in Germany?—No.

Would it be inconvenient if that was extended to a wider field?—No, I think not.

Do you see any obstacle or objection to the plan that was proposed by the French Post-office for the optional payment of letters?—I do not; in fact I do not know exactly what the plan was. I understand there were three plans proposed.

There were three options proposed:—one, the payment of the whole postage by the person putting in the letter; another, that he should pay nothing, and the letter should go just as

Examinations.
No. 6.
C. D. Wagstaff, Esq.
March 11, 1835.

inland letters go, to be paid for at the place of destination; and the third to leave the thing just as it is?—If such arrangement was made, my opinion is that there should be the whole postage paid or none at all, and to let it be matter of account between the two offices if it is desirable to make such an arrangement.

Do you see any objection to it?—I do not.

Has the number of newspapers sent abroad increased?—The number of newspapers by post *from* this country has increased since the newspaper privilege was abolished in October, but *to* this country it has not, and I imagine they are brought by private conveyance.

In your office have you the privilege of forwarding newspapers now?—Not now; the privilege was abolished the 1st of October last.

Yourself, and the clerks under you, are all paid by salaries?—Yes.

In what department is the foreign translation of the newspapers?—In no part of the Post-office. It was formerly done in the newspaper-office, quite detached from the Post-office, by a translator employed for the purpose.

Who does it now?—I believe it is done by the house of Cowie and Son: one of the firm was formerly a messenger of the Foreign Office; he has taken up the newspaper business, and I believe he continues the translations also.

He is not connected with the Post-office?—No.

Had he any connexion with the Post-office previous to October last?—He was a messenger of the Post-office, I think, nearly to October; the moment he found that the newspaper privilege was to be taken from the Foreign Office, he resigned, and took up the business of a news-agent.

Do the translations of the newspaper now emanate from his office?—I imagine so, but I have not for some months been in the office, but he has an office exactly opposite to the Post-office.

How does he receive his newspapers?—I believe there are a few directed to him through the Post-office, but a very few, for those he must pay the postage.

That is twopence a paper?—Yes, those brought by the estafette must pay the estafette rates, which are threepence more in France; he may have his papers addressed to Dovor, if he pleases, and have them sent from thence by express, but how he does it I am not aware.

There are no fees in your office except the alphabet fees?—No.

Do you know whether newspapers can be taken to the Post-office as late as letters?—No, they cannot, they must be put into the Foreign Office at the latest by six o'clock.

Upon what reason is that founded?—They always drive it to the last moment, and if they were allowed to be put in later than six, they would interfere with the letter business of the office,—the despatch of the mails.

What number of newspapers are sent now?—I cannot state that from memory.

Do you take letters for the Havannah or Martinique?—For the Havannah we do, but for Martinique they are taken at the Inland-office.

Is the arrangement with France for the receiving letters to be forwarded to the West Indies reciprocal on the part of France that they will forward letters to Martinique?—No; we forward none through France for Martinique; we send none to France for the West Indies, but they take from us *ship-letters* which are addressed to France, if landed in any port in England, the postage of which is charged upon the French office.

What is the system of ship-letters?—If a letter comes by ship to Liverpool to be delivered to any mercantile house in Liverpool, how is that charged?—I believe it is exactly half the packet-rate, but I cannot speak with certainty, that not being in my department.

Do ship-letters come to London?—Yes; in great numbers.

You do not know how they are charged?—I do not; it depends upon the port at which they are landed; there is the postage from the port at which they are landed, and I believe eightpence in addition.

Supposing a letter landed in the West India Docks, directed to a house in the City, how would that be charged?—I am not prepared to say.

Would it add much to the business or the duties of your office if 100 to 200 prices current had to be despatched by the post every day?—Yes, it would make the post considerably heavier.

Would 150 or 200 add much to the labour of the office?—Not if it was not necessary to examine them; but if we had to open each, and see that no fraud was practised, it would be a great addition of work.

How many letters or papers can a person sort in an hour?—I should think 2,000; there are a great number of divisions of foreign letters, and it takes a considerable time; they must be sorted very carefully to prevent their being missent.

One additional clerk could sort any number of prices current which would be likely to be forwarded abroad?—I am not able to form a judgment what number would be likely to be forwarded.

Assume it at 200?—Then one additional clerk certainly would be sufficient.

In settling your accounts with France, does any dispute arise upon the items?—If there are any errors in the account they are sent back to be corrected.

Are matters of doubt as to the charge of postage submitted to you, if a person disputes whether it is a double or a single letter?—In some cases, where it is a difficult question, where the clerk of the window cannot satisfy the person, he is referred to me, and I then give my opinion.

If a letter is forwarded abroad, and does not reach its destination, and is returned to London and then opened, can you insist by law upon the writer paying the postage?—I am not aware of any law that would enable us to recover it.

Examinations.
No. 6.
C. D. Wagstaff, Esq.
March 11, 1835.

It never has been done?—I cannot say; all returned letters go to the dead-letter office.

How does a letter go to Norway?—*Now* it is sent with the Hamburg letters, and passes through Denmark.

In letters abroad do you allow any facilities for merchants sending patterns with their letters?—Yes; a letter with patterns in it which does not weigh an ounce pays only double postage.

The indulgence allowed is a single postage?—Yes; but if it is put up in a cover open at the ends, and that cover has no writing on it, it goes as a single letter, if it is kept within the ounce weight.

Are you acquainted with the French rates of postage?—No, I am not.

In the Post-office papers it is said to have been urged, "that the French postage on newspapers to Great Britain is much higher than to any other part of the world; that is to say, it is six times as much as to the most distant extremities of France, and that the charge for crossing the Channel to Dovor is more than to Mexico and Vera Cruz." It is added in a note,—"Since the writing of this the charge has been doubled, which makes it twelve times as much." Can you explain that?—No; I have no means of explaining the charges.

What is the rate of postage for a newspaper from Paris?—I think 50 centimes, and twopence here.

At what time does the mail from Paris arrive at Dovor?—I cannot say; the letters are sent up by the mail at night, and arrive in London at six the next morning, unless the mail arrives after the mail-coach has left Dovor.

Have you mails arriving at all hours of the day?—Yes, the office is open the whole day.

Supposing a foreign mail arrives at eleven o'clock in the morning, how are those mails distributed?—By the inland letter-carriers; they are kept in waiting at the office to deliver any foreign mail that may arrive before two o'clock in the day.

Are they not sent sometimes by the Twopenny-post?—If they arrive after two o'clock and before four in the day, they are sent by the Twopenny-post.

What is your route for sending letters to Italy and Milan?—Through France, unless they are otherwise addressed,—then we send them in any way the writer chooses to address them.

Can you state upon your own information that the letters to Lombardy always go through France?—Yes, unless where they are otherwise addressed.

Which way do you suppose that letter travelled [*an envelope being shown to the witness*]?—I should suppose through France,—here is the French mark, "per estafette;" it has passed through the Foreign Office: we know by the stamp the day it was sent.

When a letter is addressed to a person abroad, and not paid for, do you announce the letter to him?—We send it to the dead-letter office; there is a printed form by which they announce it. Sometimes they open the letters, and return them to the writers, if there is the address of the writers; if not, they send a printed form to the person to whom the letter is addressed.

Is the same form observed here as in the French Post-office where a letter is addressed to the person, stating that there is a letter lying which, if paid for, will be forwarded?—Yes.

Were you appointed superintendent-receiver on the late Comptroller quitting his office?—Yes.

He *had* peculiar facilities for sending newspapers to Malta and Gibraltar?—Yes, formerly; but some years ago that privilege was taken from him, and he received compensation.

To what fund was that appropriated?—To his private fund. Since the office of Comptroller was abolished, it has gone to the general fund—the profits from the newspaper privilege—for paying the whole establishment.

Was it paid to the general fund or appropriated to paying the different clerks in the office?—To a fund for paying the whole establishment; it was paid into my hands; I paid it into my bankers, and paid quarterly the whole establishment from it.

How was the establishment paid antecedently to that time?—Partly by salary and partly by fees. Some portion of the establishment had the privilege of franking newspapers, the six senior clerks, and the rest had all salaries.

The Comptroller had the exclusive privilege of sending newspapers to Malta and Gibraltar?—Yes; and to Portugal and Spain.

Can newspapers be sent free to Malta and Gibraltar now?—Yes; to all British Colonies.

At what period did those specific fees cease?—The privilege of franking newspapers to foreign parts ceased the 1st of October last.

Does any privilege exist now, in your department or any other part of the Post-office, of sending newspapers abroad?—No.

Can any clerks in the foreign Post-office in Holland or Hamburg send newspapers free to this country?—I believe so. The Director of the Rotterdam Post-office has a privilege of that kind, but I cannot speak positively to it.

Does he use it extensively?—I think he does, for when we had the privilege we supplied him with English newspapers, and I think he distributes them through the country free of postage.

Has he the privilege of sending foreign newspapers to England free of charge?—I believe he has, as regards Holland, but I cannot speak positively to that.

You send your money account to the Accountant-General?—Yes.

Were you ever a clerk of a road?—No; those belong to the inland department.

Have you any interchange of dead letters, or letters that have not reached their destination, with any other country except France?—No regular interchange; letters are sometimes returned from Belgium, and a few from Holland, but no account is kept of them between the two offices.

Examinations.

No. 6.
C. D. Wagstaff, Esq.
March 11, 1835.

Does it come into your office, if complaints are made of letters not arriving in foreign countries?—Those complaints are always addressed to the Secretary.

Do many foreign letters arrive from Falmouth?—A great many.

The foreign letters from Falmouth to the manufacturing districts are sent by a cross-post, are they not?—They are.

Have you any accounts of these?—No; they are sent to the Accountant-General.

Are returns made to you of the amount of payment for these foreign letters?—No.

Your office has not a general view of the whole foreign correspondence of the country; only as regards London?—Only as regards London.

In what department of the office could that information be obtained?—I do not believe it could be given correctly.

Does any person in the Secretary's office superintend your department, or do you make a report to him?—All the orders I receive from the Secretary's office are signed either by Sir Francis Freeling or the Assistant-Secretary, Mr. Freeling.

Do you make daily or weekly reports to him of what passes in your office?—I report daily everything which occurs.

Do you make up an account every night or morning for the Receiver-General?—Three times a-week, Monday, Wednesday, and Friday.

Do you send a duplicate to the Secretary?—One account to the Receiver-General, and a duplicate to the Accountant-General.

Who is the Receiver-General?—Mr. Young.

Have you personal communication with him?—I never have seen him. I have seldom occasion to go to his office. I send in my returns to him by a messenger.

Does the Receiver-General do the duty personally, or by deputy?—I am not able to say; there is a gentleman who has been there a great number of years, who has the management of the office.

What is his name?—Bowden.

Is it an office of responsibility?—Yes; the whole of the Revenue of the Post-office department passes through his hands.

If a person pays for a foreign letter at the foreign Post-office, does the money come into your hands?—No, it is paid to the Receiver-General.

If a single letter is put into the Post-office at the General Post-office, 1*s.* 2*d.* is paid to the clerk of the window, to whom does he account for that?—He accounts to the president in waiting; he tells them up in boxes of about £10 or £20, and puts the box over to the president in waiting, giving a ticket of the amount to a third person; the president tells up the charge and reports it to that third person, and if it is right, it is put down to the account of the clerk at the window.

Is the money in the evening transferred to you?—No; each person who receives it is accountable to the Receiver-General, who takes the money according to the statement furnished to him by me.

The actual money is paid to the Receiver-General's office?—Yes.

Then it is transferred to the Bank of England?—I believe it is.

You have nothing to do with the money for the foreign postages?—No; the money never passes through my hands; it is held by the person who takes in the letter till he is required to pay it into the Treasury the following day.

Your account is only an office check upon the receipt at the window?—Yes; an account is kept against each clerk.

You are not responsible in any way for moneys?—No.

Is the clerk at the window your deputy?—No, he is a clerk in the office, acting under me; he finds sureties to a sufficient amount to cover any deficiency which can occur.

He is a clerk belonging to your department?—Yes, always.

And a person in whom you have confidence and trust?—Yes; he is appointed by the Postmaster-General.

If the person put into that situation were not so steady or well-behaved as you approved, should you object?—I should report his conduct to the Secretary.

If he were a person in whom you had not confidence, should you apply, that he might be changed?—I must be able to give very good reasons for want of confidence in him; if he were guilty of any impropriety I should report it to the Secretary, and the Postmaster-General would act as he thought fit.

Has any irregularity occurred in the clerks at the window?—Not for some years; nothing very material in my recollection.

C. D. WAGSTAFF.

No. 7.

No. 7.
M. B. Peacock, Esq.
March 14, 1835.

Saturday, 14th March, 1835.

Mark Beauchamp Peacock, Esq., Solicitor to the Post-office, was examined as follows:

How many Acts of Parliament are in force for regulating the affairs of the Post-office?—There are now upwards of one hundred and thirty.

At one period it was determined by the Treasury to consolidate those Acts?—It was.

Have you made any progress in the consolidation?—Yes; I have prepared four Bills for that purpose. The first is a Bill to repeal all the Acts, and parts of Acts, relating to the Post-office; the second, a Bill for the general management and regulation of the Post-office:

Examinations.

No. 7.
M. B. Peacock, Esq.
March 14, 1835.

the third, a Bill to regulate the privilege of Franking; and the fourth, a Bill to consolidate the Criminal Laws relating to the Post-office.

Under which Act is the Penny-post included?—In the Bill for the management and regulation of the Post-office.

In what state of forwardness are those Bills? Are there any Acts of Parliament passed since you made progress in the consolidation?—Those Bills are brought up to the beginning of last year. When the Duke of Richmond was in office he was exceedingly anxious on the subject, and before his Grace quitted office he had given the principal Bill much consideration, preparatory to its being brought into Parliament. Several Acts affecting the Post-office have been passed since that period.

Are those Bills in such a state of forwardness as to afford an opportunity for them to be laid before Parliament after Easter?—In the course of ten days or a fortnight they might be completed, and brought up to the present time.

They will contain the provisions of the whole law by which the Post-office is now regulated?—Yes; with some additions and alterations.

When were you appointed solicitor to the Post-office?—In the year 1825.

Your appointment is different from that under other Revenue Boards. You are paid by fees instead of salary, are you not?—I am paid a salary of £300 a-year, and the usual charges of a solicitor for such legal business as I transact for the department. The salary of £300 a-year is to cover my attendance at the Post-office, and my advice on the different matters which are constantly arising.

For all business you do as solicitor, you are paid as a private solicitor?—Yes; but I do not charge for papers, &c., on which I advise the department.

Do you act as a private solicitor?—I am not restricted from so acting, but I do not act.

Your attendance upon the Board is daily?—Yes; in strictness, however, I apprehend that I am bound to attend only on Mondays, Wednesdays, and Fridays; my predecessor, Mr. Parkin, always considered these to be the only days on which the solicitor's attendance was required.

Do you reside near the Post-office?—I reside a little distance from it.

Have you an office near the Post-office?—I have an office at the Post-office.

Is your establishment paid by yourself?—Yes.

What is the extent of the establishment?—I have two clerks.

You say your attendance should be three days in a week?—That is the strict requirement; but there has been scarcely a day on which I have not attended ever since I have been in office.

What is the principal part of your duty—prosecutions?—I am daily consulted by the Postmaster-General and Sir Francis Freeling on the correspondence and business of the department. Papers are also frequently referred to me for perusal and advice. It is also an important part of my duty to prosecute all frauds and offences against the department.

Are those all noted and charged separately?—The prosecutions are.

When there is a prosecution in the country, do you attend it?—Yes; I consider it an essential part of my duty to attend the trial of all prosecutions; very important points and questions often arise on the trial of cases prosecuted by our department, which are frequently very intricate and difficult. This renders the solicitor's attendance highly necessary and expedient.

Who gives advice to the Postmaster-General during your absence?—The papers are forwarded to me, and I write upon and return them.

Are you often called away?—I am generally obliged to leave town for some place or other at the spring and summer assizes; occasionally, I am called away at other parts of the year.

Are the consultations with the Post-office daily charged in the account, or are they covered by the salary?—They are covered by the salary; I make no charge for the advice I give to the office.

Where there are suits or prosecutions to be undertaken, you make a charge?—Yes; all the business I transact in such cases is matter of charge.

All matters of private advice and consultation are covered by the salary?—Yes.

Is it ever necessary to employ an agent in the country for prosecutions?—We sometimes employ a solicitor in the country to assist in getting charges investigated before a magistrate; in such cases, it is usual to direct the postmaster of the place to obtain professional assistance, and send up the depositions for the Postmaster-General's consideration.

Does that constitute a part of your account?—No, it will be found under the head of incidents; the postmaster sends up the account to the office for the Postmaster-General's allowance and authority to pay it.

Do your own travelling expenses come under the head of incidents?—They are charged in my bill.

Would your bill come under the head of incidents?—I believe it comes under the head of law charges.

What is the regulation as to the charges of the solicitors in Scotland or Ireland? Are they included in your account?—Their charges form no part of my account; I have nothing to do with them.

Are you not in correspondence with the solicitors in Dublin and Edinburgh?—I have very seldom any occasion to correspond with either of them; they prosecute for all offences in Scotland and Ireland, and I have no communication with them, unless there be some official inquiry I may wish them to make for me.

Or if any difficulty occurred upon the law?—Yes, occasionally they have written to consult me.

Examinations.

No. 7.
M. B. Peacock, Esq.
March 14, 1835.

Are all your legal expenses included in the finance accounts under the head of solicitor's accounts?—All my charges in the law department are included in my bill. There are certain fees for making out bonds, which are paid me by the officers for whom the bonds are prepared.

What officers?—The postmasters. There is a fee of 10*s*. in addition to the stamp duty paid by every postmaster for preparing the official bond of him and his sureties.

The officers also enter into securities?—Yes, they give bonds to the Crown.

Do the heads of departments, superintendents, and others in the departments, enter into bonds of security?—They all enter into bonds as officers of the department.

Do you make out the contracts for the mail-coach contractors?—I do.

Is that paid for separately?—They are charged in the law bill.

Are there many prosecutions in the course of the year?—From October 1833 to October 1834 there were 15 criminal prosecutions, several of which were for capital offences, and 34 prosecutions for penalties.

How many convictions were there?—I believe there were 12 convictions out of the 15 criminal prosecutions; and in the prosecutions for penalties the parties submitted, and paid mitigated penalties.

Do parties ever pay the law expenses when the case is compromised?—Yes, they generally do.

Do you charge those law expenses in your account?—I generally charge them, and give credit for the costs paid by the defendant; in costs between party and party there are always a few items of charge, as between attorney and client, which a defendant is not bound to pay.

You make your charge as between attorney and client, and you credit what you receive?—Yes; this is the practice of the profession.

Do you make out the bonds of the postmasters in the Colonies?—Yes.

What is the course of proceeding when a district postmaster has not paid up his balance due to the office?—He is written to in the first instance by the Secretary; if his applications are not effectual, I am directed to proceed.

Do you write in the first instance?—I generally write before the process is issued. Proceedings are indeed never taken against any postmaster until repeated applications have been made to him.

In your office in the Post-office are you allowed coals, and candles, and stationery.—Yes, I am.

How many apartments have you?—Two, one for myself and another for my clerks.

To whom do you present your bill?—I send it to the Secretary, who goes attentively through it, and then sends it to be audited by a highly respectable solicitor, Mr. Gatty, the auditor of the Charter House. He goes minutely over the bill, and makes any deductions he may think expedient. It is afterwards returned to the Secretary.

From whom do you receive the money?—From the Receiver-General; a warrant is signed by the Postmaster-General after the Accountant-General has certified the bill is rightly cast.

By law should the Postmaster-General sign all warrants for the payment of money?—Yes, they would not be paid by the Receiver-General without the Postmaster-General's signature.

Have you had any prosecutions for the private conveyance of letters?—Yes.

Any for the conveyance of letters from France to London?—No.

Are there not many that are sent privately?—I believe a great many are sent otherwise than through the Post-office.

Under a recent act that passed last session, if French newspapers are privately conveyed from Calais to London is that open to a prosecution?—No.

The postage is fixed at twopence for a French newspaper; is not that an evasion of the postage?—There is a clause in the Act of Parliament authorizing the parties to send such newspapers otherwise than through the Post-office. The 12th section expressly authorizes the public to send them in any manner they may find practicable or convenient.

With regard to the Penny-post establishments in different parts of the country, was the opinion of the law officers ever taken upon their legality?—We have consulted the law officers of the Crown upon different points connected with Penny-posts, but I am not aware that any question has been made as to the right of the Postmaster-General to establish Penny-posts, as the power to establish them is expressly given by the 5th George III. cap. 25, sec. 11.

That gives the right to establish a Penny-post such as in Westminster?—It gives the right to establish Penny-posts in any part of the kingdom where the Postmaster-General may deem it necessary and convenient; the Penny-post in London and Westminster was authorized by the 9th of Queen Anne, cap. 10; by a subsequent Act the penny rate was raised to twopence.

A great many of the branch posts in the country are established under the authority of the Act of 5th George III.?—Yes.

What is the definition of a post town?—I apprehend that every town in which a General Post-office is established for the receipt and delivery of letters under a postmaster appointed by the Postmaster-General, and paid out of the revenue of the department, is in law a post town.

One part of Brighton is within the Penny-post and another not?—It is no doubt in conformity with the arrangement made when the Penny-post was established. Brighton is now a very large place, and many letter-carriers are necessarily employed there at a considerable expense to the Revenue.

Is it in the power of the Postmaster-General to establish a Penny-post in any town?—Yes.

Even in an ancient town?—Yes, wherever he may consider it necessary and convenient; it has been done in Manchester and Bristol, by which great accommodation to the inhabitants has no doubt been afforded.

The Commissioners understand that there is a Penny-post at Broadstairs, is not that

Examinations.

No. 7.
M. B. Peacock, Esq.
March 14, 1835.

attended with an increase of charge?—No, by the Penny-post we take a much less rate than by the General Post. If there were no Penny-post from Ramsgate to Broadstairs, and the communication was only by the General Post, no letter could be sent but at the rate of fourpence being the rate payable for any distance not exceeding 15 miles. It is therefore a great convenience and accommodation to the inhabitants to have a Penny-post established.

Is it in the power of the postmaster to charge circuitous rates?—I apprehend a letter is legally chargeable with postage according to the distance it is actually conveyed by the General Post. There are no doubt instances in which the post is carried a few miles round for the general accommodation and convenience of the neighbouring country.

If two towns are nearly contiguous to each other at a distance of 10 miles, and by putting a letter into the post it goes a circuit of 50 miles, can the Post-office charge that circuit of 50 miles?—It would certainly be chargeable according to the distance it is actually carried by the post; but there might be so many other towns benefited by this circuitous route, that although it might be an individual hardship to a few, a great benefit and accommodation would result to the public by including different towns and villages in the route, and thereby bringing the post to their own doors; I am not aware of any instance in which letters are intentionally sent circuitously for the purpose of enhancing the rates of postage; indeed, the Postmaster-General would not sanction it.

Does not that arrangement bear hardly on individuals in some instances?—There may be a few instances of it where the parties reside at places not having a correspondence sufficient to induce the Postmaster-General to think he would be justified in incurring the expense which establishing a more direct communication by post would necessarily occasion.

Do you consider the Act of Charles II. as in force?—No, it was repealed by the Act of the 9th Queen Anne, cap. 10.

There is in the former Act a penalty for sending a mail in a foreign bottom?—Yes, there is a clause in the 9th Queen Anne imposing a penalty of £100 for sending the packet or mail out in a foreign ship.

M. B. Peacock.

No. 8.

No. 8.
T. Lawrence, Esq.
April 6, 1835.

Monday, April 6, 1835.

Thomas Lawrence, Esq., was called in and examined as follows:

Now this account, from what office does this come? [*the Returns of the establishment of the Post-office in London.*]—From the Secretary's office.

Is it a perfect account?—We intended it to be such.

It is not certified nor signed?—It was intended to be so.

What does clerk's private postage mean?—All those who choose to claim it are repaid the postage on single letters only, and on their own private business.

Have they a right to have these letters free?—The letters are not delivered to them free, but an account is kept of the letters delivered to each person, and all single letters are allowed to them at the end of each quarter in the shape of repayment; the postage is paid at the moment.

Share of surplus or fee fund, what does that arise from?—From the publication of the packet and shipping list, the profits of the publication and certain small fees in the office; there is a fee of 10*s.* taken on each postmaster's deputation.

What is the deputation?—That is the appointment, in fact, from the Postmaster-general.

Of country postmasters?—Yes.

And here are commissions?—That fee is £1. 15*s.* upon commissions to the packet captains, or agents, or postmasters abroad.

Then there are expresses?—4*s.* on the dispatch on the receipt of each private express.

What is an express?—A private express sent by any private person from London, or received in London from the country.

Is that express by postboy?—By man and horse.

Do they come direct to the Post-office?—Yes; it is a thing very little resorted to now, and, as a proof of it, those fees only amounted to £3 in the course of last year. It gives a great deal of trouble, and the charge we make is merely what we pay to the persons in the country who furnish the horse. During the war it was very much resorted to by merchants and others, but now it is very seldom used.

Now do these expresses, coming to London from Dovor, all come to the Post-office?—None of them; that is a private arrangement entirely between the persons here in London and the post-horse masters on the road.

Here is £50 for Mr. Welsh, for packing letters for the Tax-office?—That is a very old allowance, and they come to the Post-office to have the Secretary's name put on them, and then they go free; they are official letters.

Is that the custom of any other Revenue Board, the Customs, Excise, or Stamps, that have not the privilege of packing?—The Customs pay their postage, and the Excise do the same, and so do the Stamp-office.

Not the Tax-office?—It is a particular branch of the Tax-office?

Is it the Land-tax?—I think it is better explained in the printed Report, if you will take the trouble to refer to it; it is the Land-tax Redemption office.

What proportion of the Treasury grant is not included in this account?—It has long ceased; it was during the time when the suspension of the increase of salary according to years of service was in operation, and the Treasury from time to time made a grant of £1,000,

Examinations.

No. 8.
T. Lawrence, Esq.
April 6, 1835.

and, sometimes, £2,000, in aid of the loss the clerks sustained by that suspension: it happened during the year that return was made that a grant had been made.

Now the inspector of the dead-letter office was Mr. Newton,—I see compensation for loss of perquisites; what were the perquisites?—The waste paper,—it was a perquisite of his; he sold all the waste paper which originated in his office; that is now sold and brought to account, and it produces a great deal more than that compensation.

What is the waste paper?—The old official letters and accounts which are sent up from the country which have very large wrappers, and covers of letters.

What do you do with your dead letters?—They were burned; but we had such a complaint of the nuisance it created in the neighbourhood that we have been obliged to give up that practice; they are now torn into very small pieces, and put into sealed bags, and then put into the vat of the paper maker; they are sold, and the produce brought to the Revenue account.

What does the waste paper sell for the hundred weight?—I do not know; of course, some of it which is not written upon at all will fetch more than others which are printed or written over, and fetch a less price.

Now, the Foreign Office, some of this seems to be abolished by Act of Parliament, from whence do these arise?—This is Mr. Bourn and Mr. Sebright £200 a-year, there are annual salaries £248, and down here it is £48 and £50 a-year more than what is stated in the salary?—The fees were received by the parties, and the produce of the newspaper privilege likewise for three-quarters of a year. I should state, in making out this account I went on the principle to state under the head of salaries the rate at which they stood on the 5th January last, but if any fee had occurred in the course of the year, the actual receipt of the party was stated likewise, so that in addition to Mr. Bourn's salary of £200 a-year, from the produce of the fees, which have since been abolished, there was a surplus, which gave him £48. 2*s*. 10*d*. more.

What is the arrangement hereafter made from the 5th January; is Mr. Bourn to have £250 annually.—No, £200.

And no fees?—No fees.

Do not you compensate him for the loss?—There is no compensation to be given to the Foreign Office; for this reason, this scale of salary was fixed when the whole of the salaries of the clerks were to be paid from the newspaper privilege of their office, and the arrangement was, that if there was a surplus they were to take it among themselves. They were guaranteed merely the scale of receipt as stated in the first column.

We find here sixpence received on each letter after time, what time does that mean?—After eleven o'clock at night, and until twelve on Tuesdays and Fridays, and from seven o'clock till half-past seven on the other nights; that is brought to the account of the Revenue.

Where is the fees account kept, at which office,—of these sixpences for instance?—The account is kept at the Foreign Office.

And do they transfer to the other offices?—They transfer to the Receiver-General.

Then it never comes under the accountant?—The accountant sees it in the general amount of the daily bill.

Here is £1. 1*s*. on registered letters going abroad, £95, who does that go to?—It goes to the Revenue likewise.

What do they mean by registered letters? Is that for a letter of business to prove its departure?—No, they contain, generally, diamonds, or enclosures of great value.

From merchants who call for their letters there is a certain fee, what advantage have they in that, because everybody has a right to have their letters brought to them?—The clerks likewise keep an account of merchants' postage; it suits the convenience of merchants to pay it weekly or every fortnight.

What was given as compensation for the loss of newspapers to the clerks? Are these clerks of the road, Mr. Vandergutch and Mr. Johnson?—They participated in the privilege.

What as to Mr. Stow?—He has £1,200 a-year compensation.

He is part proprietor of the money-order office, that is £260 a-year; he still has a part of the money-order office; what is the money-order office?—It is an office held by permission of the Postmaster-General for the transmission of small sums into the country and through the country.

What is the principle of the payment of it?—Parties who apply at the money-order office in London pay eightpence in the pound for the transmission of small sums into the country, and *vice versâ*; such remittances are limited to £5.

You say in London that this gentleman, Mr. Stow, and the other gentleman, get what is paid for in the country?—In the country as well.

£510 a-year?—That is the profit upon it; they advance their own capital to carry it on.

What capital is there required?—A very considerable floating capital.

If I want to send a five-pound note in a letter, is that an extra payment to insure its arrival?—Yes, if you apply at the money-order office.

What capital does it require?—They must have accounts in the country with the different postmasters, and they lose a great deal of money very often.

They will not undertake a sum above £5.—They are prohibited doing it. It was principally for the purpose of enabling sailors and seamen to transmit small sums to their relatives.

What objection would there be to larger sums?—It would so much interfere with banking, I apprehend.

Is that the only reason, its interfering with banking?—I am not aware of any other.

If larger sums were to be allowed to go by the mail, it would not be an inconvenience to the office?—I apprehend not.

Examinations.

No. 8.
T. Lawrence, Esq.
April 6, 1835.

Have any losses ever happened by bankers' parcels being taken from the mail?—Not bankers' parcels.

How do these letters go?—They go as common letters.

Suppose I wanted £5 paid at Stamford, and I go to Mr. Stow and give him £5, he would order it to be paid at Stamford by the postmaster?—He would give you an order of this sort.

What more protection would there be in this than in sending a five-pound note, if it was directed to John Thomas, or William Webster, or any other common name that might go to the Post-office at Stamford?—But the postmaster at Stamford would not pay it unless he had a letter of advice; the postmaster at Stamford would know precisely the man for whom it was intended.

Are they allowed by Act of Parliament to do this; is it not rather an evasion of the stamp duty?—It is dated from the Post-office.

You cannot draw at a place in the country on London?—I am not lawyer enough to answer that.

Mr. Stow limits himself to £5?—The Postmaster-General limits him to £5; the sums are generally very small; I see last year there were 2,004 orders under a pound from London.

What is the charge for that?—It is at the rate of eightpence in the pound that they charge for it.

Then from London to Stamford would be 1*s.* 4*d.*?—There would be double postage, because the order is enclosed in a letter.

You have no quadruple postage?—No, unless the letter weighs an ounce.

The man finds this and you find that, and, therefore, that makes it a double letter?—The letter of advice is not charged.

I suppose that person would take an equivalent in salary for what he gains in this?—Undoubtedly he would, he would run no risk then.

Has there been any loss in that way?—Yes, there has been.

Now here is an item, Mr. Critchett, compensation on loss of fees by late newspapers brought to account.—Yes.

What is brought to account? Mr. Critchett's salary is still at £170 a-year, yet his total income is £540?—It is in consequence of the compensation; it is a fee of a halfpenny on all newspapers brought to the office after six o'clock.

Six or seven?—After six until half past seven; that has increased so much recently, that it produces a great deal more than the compensation.

What is Mr. Critchett given in lieu of it?—On the usual system of the average in three years, but the fees of newspapers are producing now above £900 a-year.

For these later papers?—Yes.

Do they all come in after six?—They are fond of sending them late.

One newsman brings them in a cart I believe?—Yes.

At Charing Cross the newspapers are not received at any price?—Not after five.

Is not that an arrangement at which the public grumble?—At this end of the town they are not able to put in a paper after five o'clock?—I do not recollect that we have had any complaints.

And you receive them till seven at the Post-office?—Till half-past seven.

That seems an extra charge on the public?—It is a charge they pay without grumbling.

How late do you receive letters?—Up to forty minutes past seven.

At sixpence?—Yes.

What check have you on that?—The letters are received at a particular window by one of the senior messengers, and they are checked by the president on duty; that produces a considerable sum likewise. These sixpences on late letters produce above £1,000 a-year.

Was Mr. Critchett what is termed a window-man?—Never.

What is a window-man—they have another class of fees?—The window-men you will find in the inland office of the names of Hanson and Barrow.

Up to what time—a quarter past seven, is it not?—Forty minutes past seven.

I see here the surveyor of mail-coaches has £1. 6*s.* per diem for travelling, what is the average of that charge, and of chaise hire in the year?—It depends entirely on what he has to do; I cannot speak from memory, but I can furnish you with such an account if you wish it.

You pay him according to the number of miles he has been?—He makes out his charge according to the number of miles he goes.

You do not ask him for vouchers of chaise hire?—No.

He always travels by the mail?—I do not know.

Now for letter-carriers; as I understand the account of the letter-carriers, it is £3,640 salary that you pay?—Exactly.

Then, this averages from £44 to £114; there is no sum stated, which in any mode of calculation, taking them mid-way would make £78,060 additional?—We could make an exact return, those are the payments from the Revenue which are stated in the return.

Letter-receivers—are those the receiving boxes?—Yes.

Are those pennies in the country received still on the delivery of letters?—I am not aware that it is abolished in all places.

Is there any account distinguishing fees carried to the Revenue, and fees paid to the individuals?—They are all mentioned in the return, distinguishing those which are brought to the credit of the Revenue.

As regards every post-officer in London?—Yes, they are all stated in the return.

Have you had any difficulty in making arrangements with those clerks who formerly received fees, giving income in lieu of them?—None at all; in point of fact there are no fees

Examinations.

No. 8.
T. Lawrence, Esq.
April 6, 1835.

received in London now, but those window fees, and the trifling sums I mentioned in the Secretary's office; no fees that go to the individual's pocket, they are all brought to the account of the Revenue.

The fees of the bellman, they will go into the individual's pocket?—Yes.

What check have you on them?—The number of letters they bring in; the public ought to put them into his bag, he cannot open his bag, it has a tin funnel, so that the moment the letter falls through the funnel he cannot get it out again.

What fees have the country postmasters?—They vary so much that I am not competent to give you an answer; there is such a variety of them.

Mr. Stow has £1,200 a-year given to him in lieu of former share of newspapers?—Yes.

Then Mr. Stow's successor, what income would he have at the head of the department?—Unless a new establishment takes place there would be only the salary as such, which I believe you will find is £550 a-year,—salary £300, and £250 as president.

His successor is Mr. Watts, he will have it I suppose?—If he succeeds him by seniority, but that appointment has been a matter of selection.

Is Mr. Watts a very old person in the office?—Not as old as Mr. Stow.

Have you any fee for forwarding hand-bills?—I believe there is a small fee taken in Mr. Stow's office.

What species of hand-bills?—Only those offering rewards for the apprehension of thieves and other offenders.

And these are sent by the Post-office free of expense?—Yes; but it is used to a very small extent.

There is the power to do it now?—There is.

What is the system of the omnibuses which you send with the letter-carriers? Who contracts for them?—Mr. Abbott contracts to furnish them.

How many have you?—There are 10.

Does he contract for both carriage and horses?—For carriage, horses, and driver.

You do not use them in the afternoon?—No.

The men walk home?—Yes.

What is the system of the bellmen collecting letters from five to six at the west end of the town? How do the letters go to the Post-office?—They are deposited in various receiving-houses, and picked up by the carts.

I thought you employed some of the bellmen as sorters?—Some of the letter-carriers.

The letter-carriers are not bellmen then?—The letter-carriers are not all bellmen.

The same men who deliver letters in St. James's-street at 9 or 10 in the morning,—are they the same men that carry letters back in the evening?—I do not know; I cannot say whether they are identically the same men.

The man who delivers the letters, the letter-carrier in the morning, is he not the person who collects the letters in the afternoon in the same quarter?—One of the parties in the district is the man who rings the bell in the evening, but there are so many letter-carriers in each district, that it would not be necessary for them all to ring a bell.

After they have delivered their letters, do the majority of them come back to the Post-office?—Not till five o'clock.

And there they are employed as sorters?—In the newspaper-office.

Have you any account at the Post-office of the fees received at our Colonies in the Post-office?—We have no such return.

Have you any means of estimating what the profits are, we will say, for instance, for Jamaica?—Yes, we have; and we could do the same with regard to the Post-office in Canada.

Can you state what they are?—Not from memory. There is a printed return before the House of Commons from the Canada office.

From what does this income arise?—Partly from perquisites, and partly from salary.

The income of the postmasters at Jamaica is about £1,600 a-year?—It is about £1,600 or £1,800 a-year; that arises from the newspaper privilege.

Newspapers go free now?—This privilege arises from newspapers printed in Jamaica and circulated in the island; it is the same with regard to Canada, and the same with regard to Nova Scotia.

Is there any other large item of profit besides that?—None in Jamaica.

Is Mr. Abbott, the contractor for the omnibuses, a coach proprietor?—Not a coach proprietor.

I think there is something as to the lamps of the mail-coaches which is not included?—That is completely a private business.

It is connected with the Post-office?—It does not necessarily belong to the clerk in the office.

It is the horse contractor who supplies the lamps?—Yes; but it happens that one of the clerks in the mail-coach office is employed by these contractors to get their lamps ready at night, and to see that they should be in good order.

That is a portion of the service of the mail I see, in former evidence given?—The return can be furnished; the reason why it was not was, that Mr. Perry, who does the business, has been out of town for some time in bad health, and we could not get his account.

Are there any indirect fees in the Post-office not included in this account?—I am not aware of any.

Do you furnish any news to any newspapers?—Not any.

Such a course would not be approved of by the Postmaster-General?—Certainly not.

Do you know whether the state of the polls, of the numbers, are furnished to the newspapers?—Those we send, and they are included in the Secretary's office fee fund.

Examinations.

No. 8.
T. Lawrence, Esq.
April 6, 1835.

The postmaster sends up the state of the poll?—Yes; and we furnish a slip to the different newspapers, as well as to the Government.

Any other public bodies?—Not for pay; we furnish them always to the Treasury and the Secretaries of State.

What do the newspapers pay?—About £20, some of the richest newspapers, for the information of the whole of the elections.

What does it amount to, the total?—That I have not at present the means of telling you; it will not appear in the account for the year 5th January 1835, no election having taken place in that year.

There have been four elections in these five years?—Not in that year; and the return is only the account for that year.

There have been some elections?—It is only when a general election takes place, when we furnish it.

You do not issue them at any other time?—No, never; only when a general election takes place.

How many newspapers do you furnish?—I think five or six this last election.

The evening papers?—The evening papers and some morning papers take the information from us.

Do you furnish it to the India House or the Bank?—Nobody but the public offices, the Treasury, the Secretaries of State, and the newspapers.

Do the newspapers remonstrate against the high charge?—They have always paid it very cheerfully.

I suppose you would furnish it to any body who paid you, private persons?—I see no objection to it, but we have never been applied to.

Do you know anything about that on which we have had several complaints lately, not in this commission, about the charge of postage at Hamburg? the sixpence?—I only know there is such a charge.

It is peculiar to England?—That I do not know. The Government of Hamburg have a right to charge what they please on their letters.

That must diminish the number of letters going to Hamburg?—They have rather increased.

The question is whether they would not increase in greater proportion?—That I cannot answer.

Have you ever been applied to to have an agent there?—Yes.

Which has been refused?—Yes.

On what grounds?—Because it would create a great expense to no purpose; it is not, strictly speaking, that an agent has been applied for; application has been made that England should have a Post-office there, and at present all the work that would be done by the English Post-office is done by the Hamburg Post-office, without any charge on us at all.

What would be the expense of an office there, £300 or £350?—£300 at least. It must be a regular Post-office. It is not merely the letters from Hamburg alone that are concerned, but the British postmaster would have to distribute and forward all the letters that pass through Hamburg to Sweden and Russia, and all the north of Europe.

Your number of letters is not very great?—I think you have got a return of them.

Sixteen thousand a-year?—Yes; but then there are the returned letters which are quite as many.

Have you had an application to land letters at Altona, to make a separate bag at Altona?—Yes.

Would that be an increased labour or inconvenience to the Post-office?—Very trifling.

What was the ground of that; to avoid the Hamburg sixpence?—Yes, I presume so; there is now a negotiation going on for landing the letters for Denmark at Gluckstadt.

No. 9.

No. 9.
G. H. Freeling, Esq.
June 1, 1835.

Monday, June 1, 1835.

George Henry Freeling, Esq., was examined as follows:

Is it not the case that the French Post-office has expressed a great anxiety that the system of registration of letters which at present obtains in the French Post-office department, should be adopted in this country with regard to foreign letters?—During the negotiation the French Commissioners did press the point very strongly, but it was wholly objected to by the then Postmaster-General.

Have the goodness to state what were the main objections which the Post-office in England felt to the introduction of that system?—First, that it was not called for by the English merchants or the public; next, that there would be great difficulty in carrying it into execution; and again, that it would involve certain questions of liability on the part of the Post-office to make good losses or alleged losses; and all this, not for any English object, but solely to enable the French Post-office to take a double rate of postage upon those letters.

What is the nature of the difficulties of execution to which you allude?—It is as much as the Post-office can now do to dispatch the mails at the appointed hour, and the necessary time for registering those letters must interfere with it.

Do you not think those difficulties could be obviated, either by employing an additional number of persons in that department of the Post-office, or by fixing an earlier hour at which such

Examinations.

No. 9.
G. H. Freeling, Esq.
June 1, 1835.

registered letters were to be put in?—If an earlier hour were fixed at which such registered letters were to be put in, that part of the difficulty certainly would be obviated. I ought to have mentioned that if we are to act on the foreign system, as the amount guaranteed is only fifty francs, which is not one-half the value of the smallest note in circulation in this country, I do not see any great public advantage it would be of.

With regard to the difficulties of executing, you do not conceive that if an earlier hour were fixed for the reception of those letters, there would be any very material obstacle in the execution?—Certainly not, if the Postmaster-General has the power of regulating the hours at which those letters shall be put in.

Do you not conceive the difficulty might be met in the other way suggested, that of employing an increased number of persons in that department?—If the system were to be carried to any great extent, I do not think any additional number of persons can meet it, if we are to take in the letters to so late an hour as they are now put in.

The system adopted by the French Post-office is to make registered letters pay double?—Yes, and the postage must be paid at the time of putting them into the post.

You mentioned as an objection to the adoption of this system, the species of liability that it would impose upon the Post-office; will you have the goodness to state to the Commissioners in what manner you conceive that objection would apply?—It has been decided, I believe, some years back, by competent legal authority, that the rate of postage being merely a small payment for the service performed, does not amount to a guarantee, nor render the Post-office liable for losses; if, however, the Post-office were to take an increased rate of postage as the price of the registration, I conceive that it would be liable for losses and alleged losses in letters sent by the post, which might give rise to very awkward and embarrassing questions.

(To Mr. *Peacock*.) What was the decision of the court of law upon this subject?—It was decided that the Postmaster-General is not liable for letters stolen by officers of the Post-office; the principal ground of that decision was, I believe, that officers of the Post-office, although appointed by the Postmaster-General, are public officers, for whose acts the Postmaster-General is not therefore responsible.

(To Mr. *Freeling*.) Do not you conceive that, independent of the question of insuring the value any letter might contain, the public would derive a security from being able to trace the loss of any letter thus registered with more accuracy than they can do under the present system, where a person losing a letter is often unable to discover whether it was lost by the servant to whom he gave it to take to the post, or by the Post-office, or by the servant of his correspondent who received the letter?—I should say, generally, that the best security for the public is to employ persons to take letters to the post on whose punctuality and honesty they can place confidence. I doubt whether the Post-office should be required to adopt a system of registering letters for the purpose of establishing a check upon the honesty of servants.

Is there not a system of registration of letters to a certain extent at present in force at the Post-office?—There is a limited system of registration on payment of fees, which are purposely heavy to check the practice; the question, if I am not mistaken, was under the consideration of the Commissioners of Revenue Inquiry, in the year 1788 or 1789, Sir Francis Baring's Commission, and they did not recommend that the practice should be discontinued, but that the fees should be brought to the account of the Revenue. I believe it is principally had recourse to now by diamond merchants sending small packets abroad; the charge outwards, I believe, is one guinea for each registered packet, and that inwards, on letters to this country registered in foreign parts, is, I think, 5*s*.; the latter are chiefly bonds or securities for money.

Does the Post-office consider itself liable for the value of the letters which have paid this fee of one guinea?—Certainly not; until recently the fee went to the clerks in the Foreign Office; at present it is brought to the account of the Revenue; the clerks in the Foreign Office took care to exonerate themselves from any liability by giving a printed form of receipt to the public, registering letters which specially stated that the clerks of the Foreign Office were not liable for the alleged contents of a packet; the same course is pursued now.

In the event of a more extended system of registration being adopted, why should the Post-office consider themselves more liable for the extended system of registration than they do at present for the limited system of registration?—In the one case it is a fee, in the other it would be a price for special security; that might or might not make a difference.

Do you conceive that difference alone would imply a different sort of liability on the part of the Post-office?—I should think it would.

Do not you conceive that the guinea paid now is in fact a rate of postage?—It was only a fee which has lately been brought to the account of the Revenue; the legal rate of postage is paid in addition for the conveyance; the guinea was a fee for the registration.

What do you consider it now?—As a fee, which is brought to the account of the public.

Is that guinea demanded under any Act of Parliament?—Certainly not.

Upon what regulation or authority is that fee at present demanded?—Practice from time immemorial, it being perfectly optional with the public whether they choose to register the packet or not: it is liable to the full rate of postage for its conveyance in addition to that fee.

Can you state to the Commissioners what number of letters are generally registered in this manner in the course of the year?—I think not one in a week from this country. I ought to have mentioned that the registered letters inwards occasion a considerable deal of trouble and some expense, inasmuch as notices are to be sent to the parties to whom they are addressed with intimation of their arrival; of the latter there may be about 14 or 16 in a week.

Why should not they be conveyed in the manner in which other foreign letters are?—We require a discharge.

Examinations.

No. 9.
G. H. Freeling, Esq.
June 1, 1835.

What is the system with regard to money letters at present?—The letter-carrier obtains the receipt of the party.

If an individual is desirous of sending a money letter by the Post-office, what means does he take?—Any letters delivered into the Post-office as containing cash, or which may be found to contain cash, are enclosed in a printed envelope addressed to the postmaster, with a form of receipt at the foot of it, and the postmaster is required to transmit the receipt of the party by the first post; but this is gratuitous, and is done merely for the security of the poorer classes of the community.

In fact, is not the system pursued with respect to money letters exactly that which would be required both in and out with respect to registration?—I think it might admit of a question how far it might be right to intrust a letter-carrier with one, two, or more registered letters which the Post-office would be required, or, at least, it would be presumed the Post-office would be required, to deliver to the party to whom addressed; it might be a very strong temptation.

By money letter you mean a letter containing coin only?—Yes.

If there were a person tendering a letter containing a five-pound note, and desiring that to be considered as a money letter, would you refuse it?—The regulation as to money letters applies strictly and only to letters containing cash; the weight of that cash and the consequent rate of postage to which it would be liable according to weight, is of itself sufficient to prevent the inclosure of cash to any great extent, beyond small sums of one or two sovereigns; we rarely have more.

Are those letters registered?—Yes.

In the event of a money letter being lost, has any person connected with the Post-office any pecuniary responsibility?—No pecuniary responsibility whatever; if there is any case of very gross carelessness, and from the negligence of any person the letter has been lost, the Postmaster-General has called on the party guilty of the neglect to make some compensation merely as a fine for punishment, in some extreme cases, but very rarely.

What is the average number of money letters which pass through the Post-office in the course of the day?—I think the letters which are delivered in the Post-office in London as money letters, or are noticed as containing cash amount to 140 or 150 a-day outwards; it has been necessary to appoint an additional clerk to this duty in consequence of the number.

If a letter is put into the Post-office with "money letter" written outside of it, is that letter treated as a money letter?—If it contains cash; but it is not necessary that "money letter" should be written upon it, for any letter found in the course of the duty containing cash is treated so, whether it is endorsed as a money letter or not.

The money letters are received in the usual course at the various receiving houses?—Yes.

Do you find any difficulty in registering them?—Very great difficulty, indeed; it has been necessary, as I just stated, to employ an additional clerk upon the service, and, I believe, it almost always occupies the whole time of two clerks, and that it has occasionally been very near interfering with the dispatch of the mail.

Might not the same course be pursued with respect to the foreign registered letters received at the same hour.—Certainly; but this number in the Inland Office includes letters put in at all times of the day; it forms the business of the clerks attached to the money-letter business from the commencement of the duty till the close of the evening, and furnishes them with full occupation until the dispatch of the mails.

Do you conceive it to be the case that nearly all the letters containing cash that are put into the Post-office are registered and treated as money letters?—Certainly not; there can be no doubt that a great number of letters containing cash pass through the Post-office without being detected; indeed, it is the main object of many persons to disguise the fact of there being money in them as much as they possibly can.

Is it your opinion that if the French system of registration were adopted with respect to foreign letters in this country, on the payment of a moderate fee, any great number of such letters would be registered?—That is a question it is not possible to answer; if the system is of so much value as the French office represents it to be, the Post-office would have a right to infer that the number would be very considerable indeed; otherwise, why should they have pressed the point so strongly.

Might it not be possible that this privilege might be of great importance to those who would feel disposed to avail themselves of it, without that number being very considerable?—There can be no doubt it might occasionally be of great use to individuals, but they have the means at present of having recourse to it on payment of the fee.

You say it would be an expense to the public for an object which is not an English object; what do you mean by that expression; would the expense be heavy?—If it were necessary to employ additional clerks.

Would there not be an additional payment?—I allude to the law as it now stands.

You alluded to the fifty francs?—In referring to that I meant to say that there would be no real guarantee of property sent by post.

If you take an additional sum for the registration, does not that counterbalance the payment?—If we are not to be answerable, and the letters are to be liable to an additional rate of p ostage, there is no doubt that the increased rate would cover the expense; my answer applied to the present state of the law, which does not authorize the taking any additional postage on a registered letter.

Should you see any objection to the system of registration being applied to internal postage?—It would be utterly impossible to do it; as far as England is concerned we take letters now to within a very short time of the dispatch of the mails, and we know that almost all the business letters come at the last moment.

Examinations.

No. 9.
G. H. Freeling, Esq.
June 1, 1835.

If an earlier hour were appointed for putting in registered letters, would not that materially diminish the weight of the objection you have stated?—There must be a multiplication of accounts and vouchers, and there is one point that may be a question for consideration; letters would only be registered on account of the value of their contents, and being placed by themselves, would not this in itself be a temptation to any one to pounce on that particular parcel?—We know that letters are stolen with the chance of what the contents may be, but here the valuable letters would all be pointed out to a dishonest person.

With respect to the contract for mail-coaches, you say in your report that you think the contract for the mail-coaches should not be divided into more than two parts?—A multiplication of small contracts would be objectionable on various accounts, and there would be a great deal of difficulty which Mr. Louis can explain better than I can as to the lines of demarcation of the different contracts, because it will prevent any change of the coaches except at particular points, though it might be necessary for the Post-office duty that the stop, to admit of sorting the letters, should be at other places; this is an important question as it regards the Post-office, and the comfort of travellers by the coaches also. The Report of the late Commissioners only recommends that it should be divided into two or three, and that paragraph in the Report from the Post-office means only that, the fewer, the better and more satisfactorily it is likely to be done.

Has your attention been directed to the evidence which was taken before the Commissioners?—I have not seen it; I have seen nothing but the Report of the Commissioners.

No. 10.
Sir F. Freeling.
June 22, 1835.

No. 10.

Monday, June 22, 1835.

Sir *Francis Freeling*, Bart., was called in and examined as follows:

Among the papers presented to the House of Commons there is the present establishment and the proposed establishment given of the Foreign Office; a charge of £2,263. 18*s.* is given, and, under the head of diminution, the whole of that sum is put as diminished in point of expense?—I take for granted that it is perfectly correct, though I cannot speak to the details, inasmuch as the account must have undergone the examination of the Accountant-General.

How is the charge for the Foreign Office paid,—by the establishment?—It is now paid at the expense of the Revenue; the privileges of the Foreign Office are abolished by Act of Parliament. Formerly the charge upon the Revenue was little, but by the abolition of the privilege of receiving and sending foreign newspapers and publications the whole of the establishment of that office became a charge upon the public Revenue. The paper referred to was sent in before the Act of Parliament was passed. The Act did not come into force till the 1st of October 1834, and this paper is dated the 24th of February 1834, which is nearly nine months preceding. The whole of that establishment, I repeat, is altered by Act of Parliament, inasmuch as the authorized privileges by which the officers were paid were abolished.

George Henry Freeling, Esq., was called in and examined as follows:

A paper has been presented to the House of Commons giving the present establishment of the Post-office and the proposed establishment: under the head of Foreign Office there stands "Present Charge £2,263. 18*s.*, Diminution £2,263. 18*s.*"—can you explain that?—The deputy Comptroller and the clerks in the Foreign Office formerly received small salaries in part of their official incomes, but the object of the new establishment was to pay them entirely by the proceeds of the newspaper privilege, which would have had the effect of relieving the Revenue to that extent. Subsequently, the newspaper privilege having been abolished, it became necessary to pay the office by salaries upon the establishment; and, consequently, the credit which is taken for that saving can no longer exist.

All the privileges and fees having ceased, the sum that is charged against the Foreign Office is now paid entirely by salaries?—It is.

And that charge has, in consequence, fallen upon the public?—It has; and a considerable sum in addition to make up the full salaries of the Foreign Office.

At present there is no charge for newspapers made in those cases where they are sent to a foreign country which foreign country does not charge for our newspapers?—The principle of the late Act of Parliament is this, that if a foreign country will give gratuitous transmission to English newspapers, and does not make any charge upon the newspapers from thence, no charge shall be made here upon English newspapers addressed to that country, and that foreign newspapers from that country shall be delivered in the United Kingdom free from any postage whatever.

What is the actual state of the Post-office charges upon newspapers sent to and received from France?—The actual state of charge upon newspapers sent to and received from France is that an English newspaper for France is liable to a charge of twopence, and a French newspaper for England is liable to a charge of twopence also, upon delivery, because there has not been any beneficial convention made with France in the spirit of the late Act of Parliament.

What is the charge of a newspaper received from or sent to the United States of America?—The same as France, twopence each.

Sir *Francis Freeling*.—It may be necessary to add that at this moment the French Post-office charges fivepence upon every newspaper addressed to or received from this country, or more than double the rate to any other country, although they have been apprised of the passing of the late Act of Parliament, and have been invited to the mutual gratuitous inter-

change and conveyance of newspapers. They charge upon newspapers to and from Great Britain more than twice as much as they ever charged before the convention of June 1833. Our charge is twopence only, which will be abolished as soon as there is any reciprocity on the part of France in that respect.

Do you suppose that the twopences charged on the transmission of newspapers at present will cover this £2,263. 18*s.*?—(Mr. *George Freeling.*) When the possibility was adverted to that the postage on foreign newspapers might cover the expense of paying salaries to the foreign officers from the Revenue, the calculation was certainly very speculative, and was taken upon a higher rate of postage than Parliament thought proper to adopt. It was not calculated either with any reference to the gratuitous transmission of newspapers from hence, or to the exemption from charge of foreign newspapers in this country under certain conditions.

You have stated that twopence is charged upon a newspaper sent to or received from any foreign country; does it make any difference whether that newspaper is sent by a packet or a private ship?—By a packet only.

What is the case when newspapers are sent by a private ship?—They are chargeable by law with the full rate of postage as letters; and one of the clauses in the Bill now before Parliament is for the special object of relieving the public from that charge

With regard to America, do all the newspapers that go to America go by private ship?—Yes, I believe very few go by the packet.

Practically, what is the charge made upon newspapers sent from this country by private ships to America?—I should think that none are sent by post.

They are all sent by private hand?—Yes; there is nothing to prevent their being sent otherwise than through the Post-office.

Does the same observation apply to newspapers received from America?—A good many newspapers are received from America by private ships—those are liable to the full letter-rate of postage; but it has been the practice for a considerable time to reduce it to the same rate as newspapers brought from the colonies by private ships, namely, threepence for each newspaper, and one ship letter-rate for the cover.

Are the Commissioners to understand that it is lawful to send newspapers to America by private ships, but that it is not lawful to receive letters from America in that mode?—It is lawful to receive them by private ships without the intervention of the Post-office, but if those newspapers are brought to the Post-office by the captains, who are entitled to a gratuity on their delivery, the Post-office has no alternative on their being so delivered but to charge them with the rates according to law.

Sir *Francis Freeling.*—The object of one of the clauses is that the newspapers from America and from all parts of the world shall be brought for threepence; namely twopence for the captain of the ship, and one penny for the Post-office.

You have stated that in practice you do not charge those newspapers as letters, but that you compound for them for threepence?—No; in practice they are always in the first instance charged; the Postmaster-General has not the authority to dispense with that charge in the first instance, but upon application they are invariably reduced to the price which I have just named, threepence.

Of that threepence twopence goes to the captain and a penny to the Post-office?—Yes; but I must explain that a packet may contain several newspapers, the gratuity upon which to the captain would be twopence only; it would be the same as if it were a single newspaper.

Does not that appear rather an unfair thing that a single newspaper should pay as much as a great number of newspapers?—That applies to the gratuity only; we cannot distinguish them from letters, they come frequently in a closed packet, and we do not know they are newspapers; then they are brought to the Post-office by the persons to whom they are addressed, who say, "We know that those are newspapers, will you make some allowance."

Should you see any objection to newspapers not enclosed in a packet, but in a band, open at both ends, being received at a much lower rate than threepence in this country?—That is a question, perhaps, not exactly for the Post-office to determine, because it has always been held that the Excise duty on paper and the stamp and advertisement duty is the price entitling those papers to a free conveyance by the Post-office. Now these foreign papers, not being liable to any duties of that description, it is for the Government more than for the Post-office, to decide whether they should be entitled to a free conveyance.

Does not the principle upon which the Post-office is disposed to act with regard to France, in respect to newspapers coming by packet, admit the principle of not regarding the difference between stamped and unstamped newspapers?—It does not, with submission, admit that principle, because the encouragement given by France to the increased circulation of our newspapers, which *are* liable to those duties, is the price for the free admission of the newspapers of that country.

Would not that equally apply to any arrangement which was made with America?—If the arrangements were made with America the reasons would be the same as with respect to France, or any other country, but it is to the absence of any such arrangement that my first answer applies.

A newspaper coming from Canada by a private vessel pays the same as an American newspaper coming by New York?—The rate upon newspapers from Canada and all British Colonies by private ships is threepence each; from America newspapers are chargeable as letters under the general law.

What does an English newspaper going to Quebec pay?—It was three-halfpence by packet, but by the Act of the last session they go free of charge.

Does an English newspaper circulate freely in the British North American Colonies when it reaches them?—It circulates freely.

Examinations.

No. 10.
Sir F. Freeling.
June 22, 1835.

Is there any packet charge upon a newspaper going out to our own Colonies or to a foreign country?—The Act of the last session repealed all rates of postage for the conveyance of newspapers by packets to and from the Colonies; to foreign countries it is twopence, with the exception of those where our papers pass free.

Do newspapers published in our Colonies, and received by a packet, circulate freely in this this country?—Certainly there is no charge upon them to their first address.

They go by the mail free?—Yes.

They will go, therefore, to Scotland?—Yes, a newspaper landed at Falmouth by a packet from the Canadas would go to Inverness, and be delivered there without any charge.

Do you apprehend that by an arrangement by which newspapers would come free from the Colonies by private ships, subject to a payment of a penny to the captain, any material diminution would take place in the revenue of the Post-office?—No direct diminution would take place, but, knowing the extent to which frauds are carried by means of newspapers, it would be an additional opportunity of fraud, because if those newspapers come in any numbers it would be utterly impossible to examine them.

In the transmission of newspapers do you find any great frauds?—There is not a day in which innumerable frauds are not committed, and to an extent and with an ingenuity perfectly incredible. There is no doubt that those papers would be made use of for the purpose of dispensing with the necessity of letters, and evading the postage: as the private "packet ships" are regularly supplied with a great abundance of newspapers on the passage, any person wanting to write to his friends to apprize them of his arrival at Liverpool, or at his port of destination, would put his colonial paper into the post with some mark or writing upon it, and there is no doubt that the Revenue would be defrauded to a considerable extent.

A passenger might already do that, and send the newspaper which he had made use of to England upon the payment of threepence?—Not by private ship, as the newspaper is liable to full postage as a letter; if there were a mark upon it it would be discovered on application at the Post-office, for a reduction of the charge would be maintained.

Mark Beauchamp Peacock, Esq. was called in and examined as follows:

At present is the Post-office prohibited under Act of Parliament from sending the mail in other than a British ship?—Yes, there is an express clause in the 9th of Queen Anne, cap. 10, imposing a penalty of £100 on the Postmaster-General for sending the mail out in any other than a British ship.

Do you see any objection against discontinuing that restriction.—(Mr. *Freeling*.) I am not aware of any objection that can be made by the Post-office; but, upon the general principle, it is more a question for the Government than for the Post-office.

As regards the Post-office you would see no objection to its being at the discretion of the Postmaster-General to send the mail by foreign ships?—As far as the Post-office is concerned I am not aware of the slightest objection to it, but it remains a question for the Government.

Do not you make up ship-letter packets for foreign vessels in certain cases?—Yes.

What is the distinction between the ship-letter bag thus made up, and the bag of which you spoke?—I have already said that I am not aware of any objection on the part of the Post-office.

Has any Act affecting this question been passed since the statute of Queen Anne.—(Mr. *Peacock*.) None, except the Act relating to the Spanish mail. In the year 1793 an Act was passed authorizing the Postmaster-General to send the mail for Spain by Spanish vessels.

(To Mr. *Freeling*.) As the law now stands, letters cannot be sent from Dover to Calais in a French packet but only in an English packet?—The British mail cannot be sent as the law now stands from Dover to Calais in a French packet.

And have the French a corresponding law which prevents the letters coming from France being sent to England in an English packet?—I am not aware that they have a corresponding law; but when the French, in the course of the negotiation, stated that they did not like to incur the expense of setting up packets of their own, the Postmaster-General offered to bring their mails gratis from Calais to Dover, and that they should be at no expense whatever, which they declined as a point of national dignity: they would send their letters by their own vessels. But it has frequently happened, before the new regulation by which the French Post-office got steam-packets of its own, that the French mail has been brought to this country by English packets.

Would it not be an accommodation to the Post-offices of the two countries that the mail-packets should be sent indifferently from Calais to Dover, and from Dover to Calais by French or English packets, as the one or the other might afford the best opportunity?—That point was very largely discussed between the Duke of Richmond and the Government at the time of the convention. There must be the absence of any possible control on the part of the British office over the French packets; and it was also at once admitted by the Secretary of State for Foreign Affairs that such an arrangement must be highly inconvenient for his Majesty's Government, and must occasion the necessity of the establishment of an extra packet at Dover, to be always in readiness for despatches.

Are the English steam-packets between Dover and Calais part of the Post-office establishment, or are they furnished by contract?—A part of the Post-office establishment.

If the alteration that has been suggested were carried into effect, and the mail bags were sent indifferently by French or English steam-packets, would it not be in the power of both countries to reduce considerably the present establishment of steam-packets?—The question, as one of expense, was fully considered at the time, but it was deemed of the less importance because the Dover packets pay their own expenses.

95

No. 11.

Examinations.

No. 11.
D. W. Stow, Esq.
July 13, 1835.

Monday, July 13, 1835.

Daniel William Stow, Esq. was examined as follows:

What is your office?—I am superintending president of the Inland Office.

What are the particular duties of your office?—Superintending and taking cognizance of that part of the duty which relates to the Inland Department in sending out letters from, and receiving them in, London; checking the account of the amount of postage, regulating the different attendances, and answering the various complaints and reports that are made relative to that department, and superintending the General Post letter-receivers.

Are you connected with what is called the Money-order office?—I am.

What is the nature of that establishment?—It is to grant money orders to the public on their making application for the same for sums under five guineas by drawing orders upon the deputy postmasters in the country to pay the same, sending them a letter of advice and giving to the party a money order to transmit or to do as he pleases with,—perhaps in order to elucidate the plan, I had better hand in the forms which I have brought with me——— Upon application of the public, for instance, if a sum of money is to be paid by the postmaster of Saxmundham he is furnished with this letter of advice to pay such specific sum, and therefore we know perfectly well that the sum in question can only be paid to the person *named in that letter of advice* (Elizabeth Haslett), and no other person but she could receive the money which is the only, as well as most perfect security, we can hold out to the public. Upon the miscarriage or loss of a money order we invariably make it good to the parties; supposing, for instance, the money order on Saxmundham to have been lost by accident, and the party being able to prove that such order had not been paid (which can be easily checked by reference to our books), and the name of the person sending the money order down to Saxmundham being proved, in that case the money would instantly be repaid to the applicant, or by issuing a second order for the same sum without any charge whatever.

What charge do you make?—Eightpence in the pound, sharing the poundage with the different postmasters. In Dublin, the agent takes a larger share of the poundage; in England, the postmasters have twopence upon London orders, reserving sixpence for the proprietors, which makes up the eightpence. The agent in Dublin is allowed threepence out of the eightpence upon every order he pays, and fourpence in the pound for every order that he draws.

Of course a certain capital is necessary to conduct this business?—Yes.

Is that capital private property?—It is the private property of Mr. Watts and myself, we are the only proprietors in London, and we furnish, whenever it is necessary, money to the different postmasters; if more orders are drawn upon them than it is convenient for them to pay, they draw upon us at sight, or we send down immediately any amount that they may want, so that they are never put to inconvenience. The establishment of the Money-order office took place about the year 1792; one of the then clerks of the road made application to the Postmaster-General, Lord Walsingham, in consequence of the variety of complaints that were made at that period of cash being lost out of letters, there being no proper security; the object of the application was, to be allowed to draw upon the country postmasters for sums not exceeding five guineas, making the whole of the money received by them as agents to the clerks of the roads on account of sums received for newspapers, a fund for the payment of money orders, so as not to trench upon the public Revenue; subsequently it branched out more extensively; at first it was confined to some large towns, but that was before I had anything to do with it, and therefore I can only speak as far as I have learnt at different times some little history about it.

Is the establishment under the control of the Post-office?—We can do nothing without it; it is sanctioned by the Postmaster-General in as far as permitting the letters of advice, &c., to pass free; if that permission were to be withdrawn, of course there would be an end of the establishment, because the postage of a letter of advice going to a distant post town would be more than the amount of poundage taken for the payment of the order, and therefore it could not be carried on without we had such permission; we always consider ourselves under the direction of the Post-office.

Have you the use of a franking stamp in the Money-order office?—We have a stamp with the Secretary's name upon it; but, upon examination before the Commissioners, they conceived some improper use might be made of it, and it has ever since been locked up by Mr. Watts, and only used by himself; all our forms are printed.

Do large sums of money go through the Money-order office in the course of the year?—Yes.

Is it extensively used by the public?—I think it is now rather upon the decline; during the time of the war it was very much resorted to by sailors at the different ports, and soldiers, by prize agents, by serjeants from the Horse Guards or Chelsea hospital, to pay pensioned soldiers, by the Trinity House, India House, and by the society for paying small debts, as the readiest way of sending small remittances to remote parts of Ireland and Scotland which could not otherwise have been so easily got at.

Are there not means in the departments connected with the Admiralty and the War-office of transmitting such small sums to sailors and soldiers without resorting to the Money-order office?—I don't know, but it was certainly very extensively resorted to; that was a question it would not have become the proprietor to put, we acted under the directions we received.

Is it much used by other persons than soldiers and sailors?—Yes, by a great number of the lower Irish people to whom we offer sheets of paper to prevent their paying double postage, the order being printed upon the top so as to give them the opportunity of writing to their

Examinations.

No. 11.
D. W. Stow, Esq.
July 13, 1835.

friends on the blank part; but it is a curious fact, that a great number of the Irish people employ an amanuensis somewhere in St. Giles's, and therefore prefer having an order in the common way without being printed on a sheet of paper, and take the same away to get a letter written by the above person whom they pay for that purpose. We have also orders for the express use of the Irish, printed in red, to be transmitted to Cross Pool. The Liverpool postmaster states that he fills up the form for Ireland, where the party wishes to send the money, and the money orders printed in this form (as before stated), are sent over without further expence than the single rate of postage.

Have you seen the return presented to the House of Commons relating to the Money-order office?—No, I have not.

Look at that return [*the return was handed to the witness*]?—This is a copy of one that was sent to me from the House of Commons: certainly no account is kept of the Money-order office in the General Post-office.

Should you have any difficulty in furnishing to the House of Commons, from the records of your office, the information which is sought for in that order?—The only difficulty would be the time it would take in making up the account; there would be no other difficulty; such a return I am proceeding with at the present moment; I will make it as complete as I possibly can, but it goes into much detail.

Is your office under the roof of the Post-office?—No, it is in Noble-street; it never was in the Post-office at all, nor have we any sort of allowance; the only assistance we have is receiving and sending the orders under official forms; we pay our own clerks, our own stationer, and rent, &c., in fact, every expense connected with the office.

What number of clerks have you?—Four; their salaries amount to £205 a-year; the rent is £50 a-year.

What have been the profits upon the average for the last few years?—I average them from about £235 to £240 to each proprietor; but my partner, Mr. Watts, can, if necessary, more fully explain that when he arrives in town, as he keeps the account.

What situation does he fill?—He is one of the presidents.

Does the management of this Money-order office occupy much of the time either of yourself or Mr. Watts?—Only in the midddle of the day; but I seldom do more than attend to any complaints that may come from the Postmaster-General, or the Secretary, or anything of consequence that may occur. Mr. Watts attends between the hours of morning and evening duty when he has no public duty to perform.

You hold some other situation in the Post-office?—Not any other, except superintending president; I was formerly one of the clerks of the roads.

You receive compensation for that?—I do.

Did not the Commissioners for the Revenue Inquiry object to the system upon which the establishment was conducted?—They did.

Has any alteration been made in consequence of that recommendation?—Not any; I have seen the report of the Commissioners recommending that the profits of the Money-order office should be carried to the Revenue, and discontinued.

Should you see any objection to making it an immediate part of the Post-office establishment?—Not any; of course I am their officer, and it is my duty to obey; there would be no difficulty about it, and I think I can point out an easy way of management supposing it to be made an official concern.

State any suggestions that occur to you?—For instance, supposing the postmaster in any country town was to pay £20 on account of money orders drawn upon him; at the expiration of certain periods, when he was required to remit to the General Office, he might return these orders as so much revenue; he would have no other means of doing it, supposing it was an official concern.

Then the public would be liable to the losses in that case?—Of course; we have sustained very heavy losses, I cannot say to what amount, in the course of a number of years; but one instance, I remember in the postmaster of Sheerness, twenty-five years ago, when we lost three hundred and odd pounds by his running away; at that time the money orders were not so limited, the postmaster used, on the occasion of shipping putting into Sheerness, to remit prize money from that port to a considerable extent.

There were three partners in the establishment at the time the Revenue Commission inquired into the subject?—There were; it must have been a Mr. Desborough who is since dead.

That vacancy has not been filled up?—Yes, by Mr. Faulkener who is also dead; it rests entirely with the proprietors as I stated before; the six clerks of the roads made an offer to my Lord Walsingham, by the senior clerk Mr. Edmund Barnes, to undertake the issuing of money orders; these six persons misconducted the scheme, and great confusion arose, which induced Mr. Barnes to make an offer to myself, and Mr. Slater, to become partners with him to carry it on, since which time we have had Mr. Desborough, Mr. Watts, and Mr. Faulkener, as partners. Mr. Desborough, Mr. Slater, and Mr. Faulkener, are all dead, and it is now confined to Mr. Watts and myself.

Is the consent of the Postmaster-General necessary in case of a partner being admitted?—No, not at all; we have never considered that necessary; it is more of a private nature, both with respects to the management and controlment of the clerks.

Are any of your clerks also Post-office clerks?—One person we employ after he has done his duty at the Post-office: we pay him £30 a-year; but it does not interfere with his official duty; many of the young men engage themselves in merchants' counting-houses in the middle of the day to occupy themselves as well as they can; and this is a very deserving young man.

Have you any other observations to make?—No; but if in going over the papers I should find anything that would throw light upon the subject, with permission, I will send it.

No. 12.

July 13, 1835.

Charles Thomas Court, Esq. was examined as follows:

You are Accountant-General of the Post-office?—I am.

What is the nature of your duty?—To check the receipts and payments of the Receiver-General; to see that the revenue is properly collected, and to render an account of the receipts and payments to the Audit-office at the end of each year.

Is the business of your office done under the roof of the Post-office?—Yes.

Do you sign the money bills that are drawn upon the Receiver-General?—I countersign the Receiver-General's drafts for payment on the Bank of England.

After payment?—No, previous to payment.

What is the form of the order upon the Receiver-General?—The Postmaster-General issues a warrant, and it is brought for calculation, if any is to be made, to the Accountant-General, and he signs it, or, if it is not for calculation, he signs it to see that it has been properly issued, that it has been entered in the Secretary's office, and all the forms passed through; then the Postmaster-General signs the warrant, and it is taken to the Receiver-General, who pays by check upon the Bank of England.

Do you countersign that warrant?—I sign the warrant in the first instance, before the Postmaster-General, and I see it entered in my office previous to my passing the check upon the Bank of England, having had the warrant of the Postmaster-General exhibited to me; I then countersign the check upon the Bank of England; without my countersigning, or that of the deputy Accountant-General, it could not possibly be paid.

Is the office of Receiver-General under the roof of the Post-office?—Yes.

Do you mean that the payments take place by the Receiver-General under the roof of the Post-office?—No, the payments are made by a draft upon the Bank of England.

What is the duty of the Receiver-General?—He receives all moneys from the letter-carriers and window-men, and pays them into the Bank of England; he receives the whole of the remittances from the country postmasters, and from all postmasters and agents abroad.

Does he pay everything that he receives into the Bank of England?—Yes; everything he receives he pays at once or the next day; he is allowed to keep a part one day by Act of Parliament to regulate and arrange it, and the next day he pays the balance into the Bank of England.

No payments of any kind are made directly from the Receiver-General?—Nothing, except by draft upon the Bank of England.

Which draft must be drawn by the Receiver-General?—Yes, and countersigned by myself, or, if I should be ill, by the deputy Accountant-General. The whole of the money collected by the Receiver-General is paid into the Bank of England, and his pass-book is exhibited to the Accountant-General every day, to see that it has been properly paid; that is required by Act of Parliament, the date of which I do not exactly recollect; and all payments made for the service are by a warrant from the Postmaster-General, previously entered in the Accountant-General's office, and the checks or drafts upon the Bank of England are countersigned by the Accountant-General upon the authority of the Postmaster-General; that is also under the same Act of Parliament; the Receiver-General pays all moneys that he receives into the Bank of England.

Has that always been so?—Since 1806; and, by an Act passed in the reign of Queen Anne, the Postmaster-General is obliged to appoint an Accountant-General to check the Receiver-General's receipts and payments. The Receiver-General is appointed by the Treasury. I am under the Postmaster-General; he is the officer who draws for everything, but he pays nothing except under my control.

And your control is seeing that it is by a proper order of the Postmaster-General?—Yes, by his authority.

Does the Receiver-General do anything more than receive the money and pay the money upon the proper document being presented to him?—That is all his duty, except making out the annual account for the Audit-office.

Is the Receiver-General's own signature necessary for that?—Yes.

He cannot give his signature by deputy?—No, I have never seen it by deputy; I am not allowed to pass anything, except from his own signature; he endorses the bills, (I can only say that from hearsay;) I believe the bills are endorsed by procuration by the chief clerk if he is absent.

Is the regular attendance of the Receiver-General at the Post-office necessary for the discharge of his duty?—I can hardly take upon myself to say that.

In point of fact, is there attendance given?—I cannot say regular attendance, because, if I see his signature that is all I have to do with it; whether he is here or not I cannot pretend say. Mondays, Wednesdays, and Fridays are the only pay days.

He may receive every day?—Yes.

Have you any other duty to perform besides that of checking the Receiver-General?—I have to make up the whole of the accounts for the postmasters, to examine all accounts that are sent from abroad, to make up the returns to Parliament annually, and give an annual account to the Audit-office with proper vouchers, and to see, in fact, that the whole of the revenue is properly collected.

Examinations.

No. 13.
John Bowden, Esq.
July 13, 1835.

No. 13.

July 13, 1835.

John Bowden, Esq. was examined as follows:

What is the nature of your office?—I am chief clerk to the Receiver-General.

State what the duty of the Receiver-General is?—He receives and pays all the revenue of the Post-office, at least, such as comes to his hands, and that receipt is upon charges delivered to him by the Comptrollers of the different offices upon which he has to receive money from the letter-carriers and others, and by remittances made through the Secretary from the postmasters in the country. The payments are made by a warrant from the Postmaster-General.

Are those receipts in large sums or small sums?—Generally in small sums, very rarely in large sums.

Are those receipts daily?—Not all of them; the charges of the letter-carriers are three days a-week, but there are remittances from the country every day.

How are those remittances made.—By letter to the Secretary; they are then delivered by him (after being entered by his clerk in a book for that purpose, to be exhibited to the Accountant-General) to the Receiver-General who signs for them.

Does the Receiver-General attend for that purpose every day?—Not every day; occasionally.

But his signature is necessary?—No; if he is absent mine is taken.

Can that signature be deputed any further?—Yes.

To any body else?—Yes, the next senior clerk. It is merely to acknowledge that those remittances have been delivered to him.

In point of fact, has it been the case in your experience that the Receiver-General has been in the habit of attending with any regularity in this office?—No, certainly, not regularly.

Do you think he has attended, upon an average, once a-fortnight?—Oftener than that; the present Receiver-General has.

Once a-week?—More than that; four or five times a-week, very frequently.

What is the duty of the Receiver-General besides signing these papers?—The duty of the Receiver-General is to superintend the business of his department, and to see that every part of it is done correctly.

Does he give security.—Yes.

Do you give security?—Yes, to him; he gives security to the Crown, and his clerks give security to him.

How many clerks are there?—Seven, besides myself.

What are their duties generally?—The duty of receiving and accounting for money is divided among them; there are two clerks employed three days a-week to receive the letter-carriers' charge early in the morning; one of the other clerks is employed at nine o'clock in the morning to receive theTwopenny-post letter-carriers' charge three days a-week, and the other part of their time is employed in entering bills and doing the other business of the department; their time is pretty fully employed.

Are those clerks appointed by the Treasury?—By the Receiver-General. The clerks have to procure acceptances of bills, which takes them out and occupies a good deal of time.

What do you mean by acceptances of bills?—Bills received from the country on account of the revenue require to be presented for acceptance; they have to carry them out and get them in. The Bank don't undertake to do that.

What is the form of remitting money from a postmaster in the country?—The form is to enclose it in a letter to the Secretary, saying he remits so much money on account of his office, and requests the same to be placed to the account of his office, and that he may be advised of it?

And that is done by bills?—Cash, bills, and all sort of things, receipts for Chelsea Hospital, and things of that sort; the Secretary's clerk enters them in a book; as they get them ready they are sent to the Receiver-General; afterwards the book comes down, and they are compared and signed; by that signature the Receiver-General acknowledges the receipt.

What is the process of drawing money on account of the Post-office upon the Bank of England?—A mere ordinary check to pay so and so, or bearer, so much on account of the public revenue of the Post-office.

Who is it drawn by?—It is filled up by me and signed by the Receiver-General; no other person can draw.

What is the form of drawing upon the Receiver-General?—It is a warrant of the Postmaster-General, desiring so much money to be paid to such a person for such a service.

Do you see any advantage in the Receiver-General drawing upon the Bank of England?—The Postmaster-General could not draw upon the Bank of England.

Why not?—Because if he did he would not send the warrant required afterwards for the Audit-office for passing the accounts; besides, it would be contrary to the Act of Parliament.

Do you see any other objection to simplifying it but the mere formal objection you have alluded to?—I think it would destroy the check by the Receiver-General entirely; he is a Treasury officer, and he is the check-officer upon the Postmaster-General; besides that, a good deal of money is paid in cash to parties, and is replaced afterwards by draft.

What is the check at present upon the Receiver-General?—The Accountant-General and his deputy.

I mean as to the receipts?—The Accountant-General is furnished with an account of what

99

Examinations.

No. 13.

John Bowden, Esq.
July 13, 1835.

the Receiver-General is to receive and has received, and it is his duty to see that money is paid into the Bank of England by the Receiver-General, and that all the bills are paid by him to the Bank that he has received.

Is any sum paid into the office over which there is no control?—No, I should say not; it is a rule with us not to take it; in fact, whenever there is money that is not in the ordinary course of the Revenue, a minute of the Postmaster-General is obtained, desiring that it may be carried to the account of the Revenue. With respect to country Post-offices, the control is that it goes through the Secretary's office; that is the check, and he exhibits the signed acknowledgment to the Accountant-General.

What check is there over the London receipts?—The check is the charge delivered to the Receiver-General for the purpose of receiving money from the letter-carriers and others, a copy of which is delivered to the Accountant-General, and he charges the Receiver-General with the whole amount.

Are payments of any sort made direct from the Receiver-General's office without a check upon the Bank of England?—Yes, small payments are made in the morning, but they are replaced in the afternoon by a check upon the Bank of England.

Very small payments?—Salaries under £20, small warrants, and small accounts for the convenience of disposing of a certain quantity of money, and to save drawing so many checks; an account is drawn out at the end of the day, and sent to the Accountant-General, he sees it agrees with the vouchers, upon which they have a check of their own, and he then countersigns the draft.

Are the accounts of the Post-office annually laid before Parliament?—Annual accounts, such as are sent from other offices. The accounts go to the Audit-office in detail, but Parliament only has the totals.

Is any account kept here of attendance?—Yes, they sign an appearance-book when they come and when they go; that is all the account that is kept.

Out of the seven clerks, I observe, there are but three that are called junior clerks?—That is not according to the arrangement under the Treasury authority for the establishment of the Receiver-General's office; there are five junior clerks—they are subdivided into two and five. The third senior clerk is, according to Treasury authority, the senior junior clerk.

Are your duties as chief clerk the same as those of the Receiver-General in his absence?—Entirely so.

There is no duty performed by the Receiver-General which you are not competent to perform in his absence?—Except signing the drafts upon the Bank and the write-offs; I cannot do that in his absence; no person but himself can do it; it is restricted to him by the Act of Parliament. The Receiver-General leaves blanks.

Have you ever known the Receiver-General to be absent from London for any length of time, and leaving blanks during that time?—He constantly does leave blank drafts, write-offs; he is not here to-day, and I could not go on with the service without them. They are of no value, because they must be countersigned by the Accountant-General.

In fact, any loss arising would fall to him?—To him, or rather to me.

J. Bowden.

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101

THE

FIFTH REPORT

OF THE

COMMISSIONERS

APPOINTED TO INQUIRE INTO

THE MANAGEMENT

OF THE

POST-OFFICE DEPARTMENT.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:

PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HIS MAJESTY'S STATIONERY OFFICE.

1836.

CONTENTS.

Page.

FIFTH REPORT, dated 11th April, 1836 3

LIST OF APPENDIX TO REPORT ON PRICES CURRENT.

(A.) Lord Rosslyn and Lord Stormont's Report 5

(B.) Lord Lowther's Report 6

No. 1. Memorial of William Reid and Son 8

No. 2. Memorial of Thomas Smith 9

No. 3. Memorial of Isaac Weld 10

No. 4. Memorial of John Cramsie 10

No. 5. Postmaster-General's Report on last Memorial 11

No. 6. Postmaster-General's Letter relative to Charges upon Unstamped Commercial Publications 11

No. 7. Postmaster-General's Report as to the Rate of Composition, &c. . . 11

No. 8. Post-office Return of the Names of all Periodicals forwarded by Post under 4 & 5 Will. IV. c. 44 12

No. 9. Post-office (Dublin) Return of the Annual Average Number of List of Imports and Exports transmitted 12

No. 10. Post-office Return of Dublin List of Imports and Exports, with the present Rate of Charge 13

No. 11. Extract from the Evidence of Lord Lowther 14

No. 12. Evidence of James Cook, Esq. 15

No. 13. Evidence of Charles Edmunds, Esq. 17

No. 14. Evidence of G. M. V. Dadelszen, Esq. 19

No. 15. Evidence of Henry Burgess, Esq. 20

No. 16. Evidence of John Teesdale, Esq. 23

No. 17. Evidence of George Moffatt, Esq. 23

No. 18. Evidence of T. J. Dimsdale, Esq. 26

No. 19. Evidence of Joshua Bates, Esq. 29

No. 20. Evidence of George Byrom Whittaker, Esq. 32

No. 21. Evidence of Matthew Uzielli, Esq. 34

No. 22. Evidence of Samuel Johnson, Esq. 35

No. 23. Evidence of Benjamin Critchett, Esq. 38

No. 24. Evidence of Charles Pressly, Esq. 41

No. 25. Evidence of Charles Pressly, Esq. 42

No. 26. Evidence of M. B. Peacock, Esq. 43

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

REPORT of the COMMISSIONERS appointed to inquire into the POST-OFFICE DEPARTMENT by a Treasury Minute of 9th May 1835.

YOUR LORDSHIPS having referred to us several Memorials complaining of the high rate of Postage charged for the conveyance of Commercial Lists and Prices Current, we have proceeded to investigate this subject, and to consider whether certain facilities might be given for the transmission of Periodicals of this nature, without injury to the Revenue. App. 1, 2, 3, & 4.

This question engaged the attention of a former Commission appointed to inquire into the Post-office Department: after examining several merchants, brokers, and officers of the Post-office, they presented two Reports to the Treasury in May last, stating the result of their Inquiry.

From these Reports, and the Evidence which accompanied them, we have received much valuable information. App. (A.) (B.) 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, & 23.

We have also obtained the opinion of Lord Lowther, who is intimately acquainted with all points relating to the transmission of Prices Current. App. 11.

We agree generally with the suggestions which he has made, and beg to submit his Report and Evidence for your Lordships' consideration.

By the Act 4 and 5 Will. IV. c. 44, the Postmaster-General is authorized to contract for the conveyance of certain Unstamped Publications, formerly circulated under the privilege of the Clerks of the Roads. Very few Publications have, however, been sent under this authority, and the rates of composition which have been demanded by the Postmaster-General are so high as to amount almost to a prohibition. Lord Lowther, p. 5.

We find that in France, and generally on the Continent, the circulation of Prices Current, at a low charge, is encouraged by the Government, and we are of opinion that any facility which can be given for the transmission of mercantile information must tend to promote the commercial interests of the country; we, therefore, beg to recommend to your Lordships, in the first place, that English Prices Current, and Publications of a similar nature published in this country, be permitted to pass through the medium of the Post-office without the imposition of a charge so high as to impede their general circulation.

We are aware that from the immense correspondence, the number and size of Newspapers, and the heavy bulk of Parliamentary and official documents, it would be impossible, under the present arrangements of the Post-office Department, to give to all mercantile Publications that facility which might otherwise be desirable: nevertheless we are of opinion, that the conveyance by post of Prices Current, under certain restrictions, will not materially add to the weight of the mails, or occasion much inconvenience by the additional duty which will be imposed on the Clerks of the Inland Office.

Lord Lowther in his Report recommends that Prices Current should be permitted to pass free through the Post-office, but that they should be required to be printed on paper bearing a stamp. His Lordship proposed that twopence should be the maximum rate of duty charged, and contemplated the reduction of this duty to one penny, if it did not admit eventually of a still further reduction. We are

also of opinion that it would be more convenient that the charge for the transmission of these Publications should be in the nature of a stamp, as this tax would be collected with much greater facility and certainty than a postage, and avoid the additional duty which must, otherwise, be imposed on the Post-office.

With respect to the amount of duty to be imposed, we felt inclined to suggest to your Lordships that the charge should not exceed a halfpenny; but, when we take into consideration the reduction which is contemplated in the Stamp Duty on Newspapers, we fear that it may be deemed inexpedient, at present, to permit the transmission of Prices Current for a less charge than that which is imposed on Newspapers.

We hope, however, that after the proposed system has come into operation, and its effect been experienced, your Lordships may find it practicable to permit the free transmission of Prices Current by post, if printed on paper bearing a halfpenny stamp.

App. 24, 25, & 26. From the evidence of the Secretary of the Stamp-office and the Solicitor of the Post-office we are induced to believe that our recommendations can be readily carried into effect by authorizing the Commissioners of Stamps to affix a stamp bearing a certain duty on Prices Current intended for circulation by post, (such Publications, when unstamped, not to be made liable to any penalty,) and by giving a power to the Postmaster-General to allow them to go free of postage if so stamped.

It will be proper, at the same time, in order to protect the Revenue and guard against frauds, to authorize the Postmaster-General, with the concurrence of the Lords of the Treasury, to define what Publications shall be permitted to circulate as Prices Current, and to make regulations with respect to the form in which they shall be received.

Lord Lowther, p. 15. And, further, to prevent their becoming a vehicle for advertisements, it has been recommended that "strict rules should be laid down that they should contain nothing but the names of the articles to be sold, and their prices, and that the names and residences of the sellers should be excluded."

If Prices Current are allowed to circulate on payment of a halfpenny stamp, we think that they should be restricted to half an ounce in weight, which would be sufficient for the ordinary purposes of trade; and a higher stamp duty might be required for anything exceeding this. In case, however, they should be subjected to the same charge as Newspapers, it would be unfair to impose a restriction on them which did not equally apply to Newspapers.

We regret that we are unable, at present, to submit to your Lordships any general plan for the transmission of Foreign Prices Current. The question is embodied in the other propositions which have been made by the French Government; and, when the result of the negotiation now in progress is made known, we shall be glad to take the subject into consideration, if your Lordships desire that we should do so.

DUNCANNON.
H. LABOUCHERE.
SEYMOUR.

Office of Woods,
11*th April* 1836.

105

APPENDIX.

(A.)

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

REPORT of the COMMISSIONERS appointed to inquire into the POST-OFFICE DEPARTMENT by the Treasury Minute of the 17th February, 1835.

(A.)
Lord Rosslyn and Lord Stormont's Report. May, 8, 1835.

WE have lately directed our attention to the transmission of Prices Current, and other commercial information, by the post, at a low rate of charge, and have received much valuable information upon that subject, as well from brokers and merchants as from the officers of the Post-office, which we beg leave to submit to your Lordships' consideration.

Evidence, Nos. 19—30.

It appears from that evidence that the Post-offices of foreign countries have adopted the principle of permitting Prices Current, and other commercial information, to be transmitted by the post at a very low rate of postage, accompanied, in some cases, by a small stamp duty.

The information which might be communicated by means of Prices Current, conveyed either through this kingdom, or to and from foreign countries, at a small charge to the parties concerned, cannot fail to be highly beneficial to persons engaged in trade, but we feel that it is an important part of our duty to examine with great caution any proposal which may materially affect the Revenue. 1st. That of the Post-office, by diminishing the correspondence, or exposing it to suffer from the same frauds which prevail in the transmission of Newspapers, and for which great additional opportunities may thus be afforded. 2dly. Of the Stamp-office, by the probable diminution of Advertisements.

As we consider that it is a subject that requires the closest and most deliberate investigation, we do not feel ourselves justified in recommending to your Lordships any alteration in the present rates of postage; but we beg, at the same time, to observe, that we do not express an opinion contrary to the principle of transmitting Prices Current at a low rate of postage, or postage-free, with a moderate stamp duty, provided that, upon a more extended inquiry, and more mature examination, it should appear that no very prejudicial effects are likely to arise to the Revenue, or that the public loss of Revenue may reasonably be expected to be compensated by adequate advantages in the encouragement and increase of the trade of the kingdom.

There is one circumstance, however, connected with this subject, that is mentioned in the evidence of Mr. Uzielli, a gentleman engaged in an extensive foreign business, to which we would wish to draw your Lordships' attention, viz., the regulation of the Post-office by which a Price Current, or printed letter from the Continent, with a band round it, open at the sides, (the manner in which these papers are circulated abroad,) is charged as a double letter in consequence of the band. It has been represented to us that it is quite impossible to make a foreign correspondent understand that while a single sheet, no matter how large, is charged by the English Post-office only as a single letter, a printed Price Current, with the band round it, (*which is necessary to enable it to pass at a low rate through the Post-offices on the Continent,*) should, in consequence of the band, be liable to an increased rate in England; and, as it appears to us that the additional charge in such a case may be considered as not altogether reasonable, we beg to submit it as our opinion that the present regulation in this respect should be altered.

We had intended to have pursued our inquiries into the Steam-packet Establishment of the Post-office, and had called for various Returns as to the prime cost and outfit of steam-boats, and the expense of working them, with a view to consider how far it might be for the public advantage that this service should be performed by contract or establishment. We had not, however, an opportunity

(A.)

Lord Rosslyn and Lord Stormont's Report. May 8, 1835. App. Nos. 6—12. Evidence, Mr. Peacock.

of investigating the subject, and can, therefore, only transmit to your Lordships the documents relating thereto which have been furnished to us by the Post-office.

We had also examined the Solicitor as to his fees and emoluments, and proposed to have consulted the heads of other Revenue Boards, with a view to considering whether it might not be expedient that this officer should be remunerated entirely by a fixed salary instead of fees, as recommended by the Commissioners of Revenue Inquiry.

App. No. 11.

We had procured a detailed statement of the establishment of the Post-office in London for the last year, but we have not investigated sufficiently the nature of the receipts from the public, in the shape of fees for various services, to be able to judge how far it might be proper to abolish them. It is to be observed that no very general rule appears to prevail with regard to the application of the fees. Those collected by the letter-carriers are divided among them; and the Secretary's Fee Fund is stated to be applied in part to the increase of the salaries of particular officers, and the remainder carried to the account of the general revenue.

ROSSLYN.
London, May 8, 1835. STORMONT.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

(B.)

(B.)

Lord Lowther's Report. May 8, 1835.

FINDING that, with respect to the question of facilitating the transmission of Prices Current by the Post-office, I cannot come to the same conclusions upon the evidence that my colleagues in the Commission of Inquiry have arrived at, I beg leave to submit to you a Report as an individual Commissioner. I think the evidence the Commissioners have taken not only sufficient upon which to form an opinion, but such as demands a recommendation for taking effectual measures to supply important facilities to commerce which are now wanting. I beg leave to report as follows:—

The principle of the Post-office at its establishment, as is distinctly laid down in the 12 Charles II., was to afford advantage to trade and commerce. The direct revenue to be derived from the Post-office was not the primary consideration.

It does not appear that under the present system any advantage is held out to correspondence upon subjects of trade over general correspondence; on the contrary, it appears that, while political discussions and the miscellaneous contents of newspapers go free, under the privilege of a newspaper stamp, Prices Current, and other periodicals solely mercantile, though of smaller bulk than newspapers, have no privilege of the kind, but pay as highly as private letters.

See Evidence, Nos. 12—20.

It is, I think, plainly shown by the evidence taken, that great advantage would arise to trade from the transmission of Prices Current at a small rate of postage. It is affirmed by various witnesses that throughout the country there is a continually increasing desire among persons in trade for such information of the state of the markets in London and elsewhere as Prices Current would afford. That the furnishing of this information is very much restricted by the high rate of postage, and that, if it were more generally afforded, it is probable that much more business would be done. It is also stated, that the increase in the number transmitted at a low rate of postage would be such, that the Revenue acquired would be much greater than it now is under the high rate of postage,—one witness, Mr. Cook, estimating the increase, if allowed to be transmitted at a low rate of postage, at three millions of Prices Current annually.

It appears by the evidence of Mr. Critchett, of the Post-office (p. 39), that the Prices Current now sent by the Post-office under *that denomination* do not exceed a few hundreds. The lists prepared by the tea trade are upon one sheet, and are transmitted as single letters, but they contain private written communications, which would still be sent as letters, even were the alteration made which I propose. The statements in the evidence also generally agree that the probable effect of facilitating the transmission of Prices Current would be to increase, instead of to diminish, the number of mercantile letters now written.

Over the whole of the Continent of Europe, where the circulation of mercantile intelligence is probably of much less national importance, a privilege similar to

this is allowed to printed Prices Current; and in the United States of America they are allowed to pass through the Post-office (according to the evidence of Mr. Cook) free of any charge, or, as stated by Mr. Bates, at a postage of 1 cent only.

With a view to ascertain the extent of the difficulty that might be experienced by the Post-office if Prices Current were circulated at a low rate of postage, His Majesty's Postmaster-General was requested to direct some person, competent to afford explanations upon the subject, to attend upon the Commissioners, and Mr. S. Johnson, Second President of the Inland Office, and Mr. Critchett, Inspector of Letter-carriers, were sent for that purpose. To their evidence I beg to refer. It will be seen that the chief objections stated by the Post-office are,—

1st. The increase of business, which, it is said, might render it impossible to send off the mails in time:

2dly. The increased opportunity for fraud, by writing private communications upon the privileged papers.

After making all due allowance for these objections it appears to me that in an establishment which, by its energy and skill in arrangement, can meet the increase of business in two evenings of the week occasioned by the dispatch of 20,000 additional Newspapers, there would in practice be found little difficulty in providing for the increase of business which the transmission of Prices Current would involve. With respect to the opportunities for fraud, I conceive that this danger would be greatly diminished by requiring all printed lists, &c., to which this privilege might be granted, to be put into the Post-office under a band open at the sides (as in the case of Newspapers), and that it should be extended to those only which, with the cover, may not exceed half an ounce in weight. The absolute necessity of a restriction as to weight is obvious; I believe that half an ounce will be sufficient for the object in view: and with these restrictions I venture to submit that Prices Current, or lists of any merchandise with prices attached, including booksellers' lists, be allowed to be transmitted by the post at a small charge. From the smallness of the size of these lists, and perhaps the thinness of the paper which would be used in order to keep within the weight, I think that there would be a much greater facility in detecting any writing than in the case of Newspapers, which the law permits to go free, notwithstanding this risk; nor is any limitation provided as to their number on account of the probable increase to the Post-office business. Mr. Critchett states that frauds to the extent of £100 per week are *detected*, and that there is a suspicion of fraud to four times that extent. Now it is to be observed that, if a single word be found written on a Newspaper, it is charged as a letter of more than an ounce weight. If all those detected were merely charged as single letters, the amount would probably be not, at the utmost, more than one-twelfth of £100 per week. The same witness says it is only people who have little to do who commit these frauds, and that they are never found in the Papers sent by News-agents, or those received by extensive houses. But as Prices Current would all be sent by men of business, and chiefly by extensive houses, it does not seem that the risk of fraud would be increased by allowing their free transmission as stamped Papers. It is presumed, therefore, that neither of these objections need be held valid against attempting an improvement, otherwise desirable, in the transmission of mercantile intelligence, and which, it would seem, might be accomplished by employing a few additional sorters.

Evidence, No. 23.

With reference to the charge to be imposed on the transmission of papers of the description referred to by the post, I conceive that 2*d.* should be the maximum rate; and although, in the preceding part of these observations, the term of "a low rate of postage" has been used, I am of opinion that the preferable mode, both as regards the certainty of payment to the Revenue in the first instance, and as saving time to the Post-office, would be, instead of charging a postage upon them, to allow them to be transmitted *free* through the Post-office, but to require that they should be printed on paper bearing a stamp, which would show that the required taxation had been made at the Stamp-office. The Revenue being thus guarded, I should look forward to the time when the rate of duty might be lowered to 1*d.*, if it may not eventually admit of a still further diminution.

With regard to the transmission of Prices Current to the Continent, and the delivery of Foreign Prices Current sent to this country, I conceive that the same principle might be applied, and that they may be forwarded free from this country if bearing a stamp, but that Foreign Prices Current should be subject to a postage of 2*d.* upon delivery here. And I would here beg to draw attention to the cir-

(B.)
Lord Lowther's Report. May 8, 1835.

cumstance stated by Mr. Uzielli, a gentleman engaged in an extensive foreign business, as to the system at the Post-office of charging a Price Current or printed letter from the Continent, with a band round it, open at the sides (the manner in which they are circulated abroad), as a double letter, in consequence of the band.

It seems quite obvious that the practice of charging an additional rate of postage, equal to that of a single letter, for every scrap of paper, however light, although it may answer in this country, where the rate is known and acted upon, ought not to be observed with respect to letters and packets from abroad, where no such rule has obtained or is understood; and as it has been represented that it is impossible to make a foreign correspondent understand that a single sheet, no matter how large, is charged by the English Post-office 1*s.* 2*d.*, while several dozen separate bits of paper put up together, and weighing in all not half so much as the large single sheet, will be liable to a charge of 3*s.* 6*d.*, I therefore beg to submit it as my opinion that, at all events, the present system in this respect ought not to continue.

We had intended to have pursued our inquiries into the Steam-packet Establishment of the Post-office, and had called for various Returns as to the prime cost and outfit of Steam-boats, and the expense of working them, with a view to consider how far it might be for the public advantage that the service should be performed by contract or establishment. But as we were aware that a strong opinion had been expressed in favour of performing the Post-office Packet Service by contract in the Report of the Commissioners in the year 1788, by the Finance Committee in the year 1797, and by the Commissioners of Revenue Inquiry in the year 1830, the Commissioners had not an opportunity of investigating the subject, and can therefore only transmit to your Lordships the documents relating thereto which have been furnished to them by the Post-office.

Mr. Peacock's Evidence.

We had also examined the Solicitor as to his fees and emoluments, and proposed to have consulted the heads of other Revenue Boards, with a view to considering whether it might not be expedient that this officer should be remunerated entirely by a fixed salary, instead of fees, as recommended by the Commissioners of Revenue Inquiry.

We had procured a detailed statement of the establishment of the Post-office in London for the last year, but we had not investigated sufficiently the nature of the receipts from the public, in the shape of fees, for various services, to be able to judge how far it might be proper to abolish them. It may be observed, however, that they are in general carried to the public account, the officers of the establishment being paid, for the most part, entirely by fixed salaries.

I found that the Commission appointed by the Lords of the Treasury in August last had furnished the Postmaster-General with a statement of the several recommendations of the Commissioners of Revenue Inquiry, and requested him to prepare a paper showing in what cases these had been carried into effect, and the reasons which had prevented the remainder being adopted. This paper had not been furnished when that Commission closed its proceedings, and we therefore applied for it as soon as we were appointed by your Lordships to continue the Inquiry, but it has not been transmitted to us.

LOWTHER.

London, May 8, 1835.

I had prepared the draft of this Report, which my colleagues have only partially agreed to; but I have thought it best to give my own views on the subject.

No. 1.

Unto the Lords Commissioners of His Majesty's Treasury.

No. 1.
Memorial of Wm. Reid and Son, Leith, Feb. 10, 1835.

The Memorial of William Reid and Son, Leith,

Humbly Showeth, *Leith,* 10*th February* 1835.

That your Memorialists are the publishers of the "Leith Commercial List," copies of which, of different dates, are here, with respect, fully submitted for your Lordships' consideration.

That the "Leith Commercial List" has existed for nearly 40 years, during which time it has been found of great utility in furnishing the earliest information of the arrivals and sailings of vessels, at and from this and other Scottish ports, their cargoes, &c., which it is of the utmost importance to merchants, brokers, and underwriters, to have by the very first opportunity.

109

No. 1.

Memorial of Wm. Reid and Son, Leith, Feb 10, 1835.

That, from the commencement of its publication, it has been privileged to go by post free of postage duty, without which privilege it could not have existed.

That, under the Act 4 and 5 of His present Majesty, c. 44, your Lordships have been pleased to authorize a scale of composition with the publishers of unstamped periodicals, under which the Leith List is subjected to a postage duty of 15*s.* per annum, nearly one half of its annual price to subscribers, which is £1. 1*s.* 6*d.*

That, from its very limited circulation, varying from 200 to 220 copies, the List is quite unable to afford this, we humbly submit, unreasonable charge; and, if prevented from going by post, its utility will be destroyed, and its publication will cease.

That your Memorialists humbly conceive that it is not the spirit of the Act, or the intention of your Lordships, to subject to postage duty periodicals of this description, containing no remark of any kind, but simple matters of fact important to those interested in maritime affairs.

That the suppression of the publication would be partially injurious to the mercantile interests, while the gain to the Revenue from the postage duty would be very trifling.

Your Memorialists have further to state, that they have been called upon by the Secretary of the General Post-office for Scotland, in conformance with the Act, to transmit to him an account of all the Lists sent through the Post-office from the 5th of April last, in order to their being subjected to the said duty of 15*s.* per annum..

Your Memorialists are convinced your Lordships will not sustain this claim, on the ground that it is not consistent with justice, for the following reasons, viz. :

1. That the first intimation of the change to take place was received on the 25th of August last, which also stated that due notice would be given of the time when the new arrangements would come into operation.

2. That the notice was only received on the 2d of January of this year, accompanied by a claim for postages for the last nine months, thus exacting what your Memorialists could not be supposed to have made arrangements for, or in honour call upon their subscribers to pay.

3. That it is impossible to make up such an account, as most subscribers, availing themselves of the privilege hitherto enjoyed, are in the practice of transmitting the List by post to the out-ports, over which we have no control.

May it therefore please your Lordships to authorize the abandonment of this retrospective claim, and allow this publication the privilege it has enjoyed for upwards of 37 years of going by post free of duty.

We have the honour to be,
My Lords,
Your Lordship's obedient and very humble Servants,
W. Reid and Son.

No. 2.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

The Memorial of Thomas Smith, of "Prince's Price Current,"

No. 2.

Memorial of Thomas Smith, of "Prince's Price Current, London." March 15, 1835.

Respectfully Showeth, 43, *Mincing-lane, 15th March* 1835.

That, on reference to a letter, dated the 17th February, signed Thomas F. Fremantle, and on reconsideration of the same, your Memorialist can come to no other conclusion than that the letter in question was not intended for him but for some other person that contemplated "unstamped commercial lists should be forwarded free of all charge," because your Memorialist offered to pay for them on delivery at the General Post-office, or in any other way your Lordships might direct.

By the Act of the 4 and 5 William IV. c. 44, it is enacted, that "certain unstamped publications have from time immemorial been sent by the General Post-office from London to places within the United Kingdom at a certain small annual charge, and much injury and inconvenience may arise to the public by the repeal of such privilege."

In conformity to which your Memorialist continues to tender 4*s.* 4*d.* per annum, or to save trouble of accounts, 1*d.* on delivery of each List at the General Post-office.

The charge which the Post-office have laid down in this case of 10*s.* 6*d.* per annum, is illegal, unequal, and extravagant, and although it may be urged that it is the same as was paid to the clerks of the road, it was obtained under official influence, and is almost equal to the stamp-duty on newspapers.

The original charge, 4*s.* 4*d.* per annum, settled during the administration of Mr. Pitt's government, which amount your Memorialist can prove to have been paid, and which some of the old clerks of the road must recollect to have received, is moderate and equitable, and which your Memorialist is willing to pay; but should any attempt be made to enforce the payment of 10*s.* 6*d.* per year, it will be contrary to the spirit and words of the Act of Parliament before referred to.

Your Memorialist therefore humbly prays, That your Lordships will be graciously pleased to take into consideration the law relative to forwarding unstamped Lists into the country, and direct that the clerks of the General Post-office will be pleased to receive such a sum as shall be equal, when compared with charges made to the proprietors of other papers, who have this privilege conferred, and in which the commercial public are much interested.

T. Smith.

No. 3.

To the Lords Commissioners of His Majesty's Treasury.

The Memorial of Isaac Weld,

No. 3.
Memorial of Isaac Weld, of Dublin. July 15, 1835.

Showeth, *Custom-house, Dublin, 15th July* 1835.

That Memorialist, in the year 1800, was appointed by his Excellency the Lord Lieutenant of Ireland, pursuant to the provisions in the Stamp Act, to publish the daily accounts of imports and exports.

That, in the year 1824, upon placing the cross channel trade under the same regulations as the coasting trade, Memorialist represented to Government the difficulties which must arise to the accurate fulfilment of the duties of his appointment, from the absence of Custom-house entries for free goods; and Memorialist was informed from the Treasury that, so long as he held the appointment, every practicable facility should be afforded to him at the Custom-house for the completion of the accounts.

Memorialist therefore now prays, That the cargo books may be left, in course, for a limited period, at his office in the Custom-house of Dublin, or that free access may be regularly opened to them at convenient hours in the other offices where they are received.

Memorialist also prays, That these official publications of the imports and exports may be sent to the out-ports, and to the country, free of postage, or else that the postage may be reduced to the former charges, payable to the clerk of the roads, the new demand of £1. 1*s*. per annum for composition for postage being double what was formerly paid, and amounting nearly to a prohibition.

(Signed) Isaac Weld.

No. 4.

To the Right Honourable and Honourable the Lords of His Majesty's Treasury.

The Memorial of John Cramsie, of Belfast, Merchant,

No. 4.
Memorial of John Cramsie, of Belfast, Nov. 7, 1835, enclosing a Copy of the "Belfast Mercantile Register."

Showeth, *Belfast, November 7th,* 1835.

That in the year 1807 the publication of the imports and exports of the port of Belfast was commenced by the late Francis Taggart, under Government licence to publish such free of stamp-duty, under a clause in the Irish Stamp Act.

That said Francis Taggart died in the year 1822, when Memorialist obtained from the Marquis of Wellesley, then Lord Lieutenant of Ireland, a similar licence, which Memorialist still enjoys, and continues the publication under the title of the "Belfast Mercantile Register."

That said publication, since Memorialist became the proprietor, has been of great use and importance to the mercantile interest of the empire, as the various Chambers of Commerce, as well as many public officers who have made reference for information, can bear testimony.

That Memorialist has been furnished by the Secretary of the Irish Post-office department with accounts charging Memorialist with £13. 2*s*., being at the rate of 10*s*. 6*d*. per annum. for each number transmitted through the Post-office,—this charge being made under certain regulations entered into by your Honourable Board for compounding postage and stamps upon unstamped publications.

That Memorialist, conceiving there must have been an error in charging this sum of 10*s*. 6*d*. per annum, has declined paying said accounts, inasmuch as the sum charged is greater than the entire stamp-duty on said publication (if stamped) would amount to, viz., 8*s*. 8*d*. per annum.

That, from the limited circulation (being useful to merchants only), the emoluments are very small.

That a charge of postage or a stamp-duty must, as Memorialist believes, stop the publication altogether.

That, upon obtaining proprietorship of the publication, Memorialist engaged to pay £60 per annum to Mrs. Taggart, the widow of the former proprietor, which annuity since has been regularly paid to her, being the only income said widow has for the support of herself and three children.

Memorialist therefore prays—

That your Honourable Board may be pleased to direct that the Postmaster-General shall continue the privilege heretofore conferred upon, and enjoyed by, Memorialist and the original proprietor of the "Belfast Mercantile Register," of transmitting said publication through the Post-office free of expense, or grant Memorialist such relief as your Honourable Board may deem right.

And Memorialist, as in duty bound, shall ever pray.

John Cramsie.

No. 5.

No. 5.

Postmaster-General's Report on the Memorial of John Cramsie.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

General Post-office, November 30th, 1835.

My Lords,—I have the honour to return the Memorial of John Cramsie, praying that the "Belfast Mercantile Register" may pass free of postage, upon which your Lordships have requested my opinion; and I beg to state, for your Lordships' information, that this is one of the unstamped commercial publications which were allowed to pass free by the post under the privileges of the Clerks of the Roads, which privileges were abolished by the Acts 4 & 5 Gul. IV. c. 44, and by the 9th section of which the Postmaster-General was authorized, with your Lordships' consent, to contract with the proprietors of such publications as had previously been circulated under the privileges of the Clerks of the Roads, for forwarding them by Post at an annual rate to be agreed upon.

The settling of the rate to be paid has produced much discussion between the Lords of the Treasury and the Postmaster-General; and in the last letter from this department on the subject, dated 22d April last, the Postmaster-General requested their Lordships' instructions for his guidance.

I therefore request that your Lordships will be pleased to refer to that letter, and to favour me with your decision on the question.

I have the honour to be, my Lords,
Your very obedient humble servant,
Lichfield.

No. 6.

No. 6.

Postmaster-General's Letter relative to Charges upon Unstamped Commercial Publications.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

General Post-office, 22d April 1835.

My Lords,—In conformity with Sir Thomas Fremantle's letter of the 26th ultimo, I have the honour to state, for your Lordships' information, that the amount of revenue derived from the composition for conveyance by post at present required to be paid by the proprietors of the unstamped publications, formerly sent under the privilege of the Clerks of the Roads, may be estimated at about £800 a-year, and that the loss to the revenue by reducing the present charge to a sum equal to 25 per cent. on the price of each publication would be about £270 per annum.

In reply to the inquiry as to the number of proprietors who have readily paid the composition authorized by the Lords of the Treasury, by Mr. Baring's letter of 7th November last, I beg to state that of all these publications in Great Britain and Ireland, 14 in number, six only have hitherto paid the amount demanded, viz.:—

Customs Bills of Entry,
Lloyd's List,
Wettenhall's List,
Mercantile Price Current,
Sound List, and
Cork List of Imports and Exports,

and some of these not without remonstrance.

I have now to request your Lordships' final instructions as to the rate of composition to be fixed, and the date from which the same is to be demanded, in order that the necessary communication, as suggested in Sir Thomas Fremantle's letter already referred to, may be made to the respective parties.

It may be right to add that the effect of the proposed rate of composition of 25 per cent., as compared with that at present sanctioned, will be a reduction of charge to 11 of the publications in question, to two the result will be the same as at present, and in one instance, that of the "London Mercantile Price Current," the alteration will produce a small increase of charge, viz., from 10*s.* 6*d.* to 11*s.* 4½*d.* per list per annum.

I have the honour to be, my Lords,
Your Lordships' obedient humble servant,
Maryborough, Postmaster-General.

No. 7.

No. 7.

Postmaster-General's Report as to the Rate of Composition, &c.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

General Post-office, 18th March 1836.

My Lords,—With reference to my predecessor's letter, dated 22d April, 1835, I beg leave to state, for your Lordships' information, that the proprietors of the "Belfast Mercantile Register" and of the "Waterford Shipping List" have suffered the composition chargeable in lieu of postage for the conveyance of their publications by post to run into arrear, the debt from the former, up to the 5th of January last, amounting to the sum of £175. 9*s.* 6*d.*, and from the latter, for the same period, to the sum of £74. 18*s.* 9*d.*; and that the Secretary to the Post-office at Dublin has made repeated applications for the payment of the sums due, without obtaining a single remittance from either of the parties.

I have therefore to request that I may be favoured with your Lordships' early decision as

No. 7.

Postmaster-General's Report as to the Rate of Composition, &c.

to the rate of composition which should be taken from the proprietors of certain unstamped mercantile publications, formerly sent under the privilege of the Clerks of the Roads, for their conveyance by post; and, in reminding your Lordships of the subject, I beg more particularly to advert to my predecessor's Report, dated 9th February, 1835, to which I am not aware that I have anything to add.

I have the honour to be, my Lords,
Your Lordships' most obedient humble servant,
LICHFIELD.

No. 8.

Post-office Return of the Names of all Periodicals forwarded by Post under 4 & 5 Will. IV. c. 44.

No. 8.

A RETURN of the Names of all Periodicals which have been forwarded by Post at a certain Annual Rate under the Authority of the Act 4 & 5 Wm. IV. c. 44; also the Sum for which the Postmaster-General has contracted for the Conveyance of each of these Periodicals, and the Total Amount received for their Conveyance, from the 5th October, 1834, up to the 5th October, 1835.

Name of Periodical.	Sum for which the Postmaster-General has contracted for Conveyance of each.	Amount Received for Conveyance, from 5th Oct., 1834 to 5th Oct., 1835.	Amount Received for Conveyance, from 5th April, 1834 to 5th Oct., 1834.	Amount Remaining Due to the 5th Oct. 1835, at the Rate of Composition fixed by the Postmaster-General.
PUBLISHED IN LONDON.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Daily Statement of Packets and London Shipping and Commercial List	750 0 0 per Ann.	750 0 0	375 0 0	..
Custom-house Bills of Entry	1 1 0 per Ann. for each List	Nil.	21 10 6	37 5 6
Lloyd's List of Shipping	0 15 0 ditto	..	60 3 9	134 11 3
Nicholson's Price Current	0 15 0 ditto	..	Nil.	94 17 6
Wettenhall's Course of Exchange	0 15 0 ditto	..	30 3 9	66 7 6
Sound List	0 15 0 ditto	6 3 0	12 18 9	16 10 0
Prince's Price Current	0 10 6 ditto	Nil.	Nil.	102 7 5½
Mercantile ditto	0 10 6 ditto	7 1 9	14 11 4½	21 0 0
SCOTLAND.				
Clyde Commercial List	1 1 0 ditto*	Nil.	Nil.	233 2 0
Leith ditto	0 15 0 ditto	..	..	35 15 0
IRELAND.				
Dublin List of Imports and Exports	1 1 0 ditto	9 3 9	5 15 6	3 3 0
Waterford Shipping List	1 1 0 ditto	Nil.	Nil.	65 9 9
Limerick List of Imports and Exports	0 10 6 ditto	9 14 1	6 5 11	3 8 4
Cork ditto	0 10 6 ditto	11 0 5	8 8 0	3 16 1
Belfast Mercantile Register	0 10 6 ditto	Nil.	Nil.	154 6 11
Total		793 3 0	534 17 6½	972 0 3½

* In the Return made to the late Commission of Inquiry in March last this was stated at 15*s.* per annum, owing to an error in the Return from Edinburgh as to the days of publication, subsequently discovered here.

The Cove Day Note and Dublin Law Recorder, which appear in the Return of March last, alluded to above, are not included here, there being no charge made for them; since that Return was sent in Mr. Godby has explained that the former is only a Manuscript Paper not now sent through the Post Office, and that the latter is only occasionally forwarded by post about 20 times in the year.

The total amount payable to the Revenue upon the existing Rates of Composition for the year ended the 5th October 1835, is

London Publications (exclusive of Packet and Shipping List)	£414 4 10
Scotland ditto	177 17 0
Ireland ditto	180 11 7
Total	£772 13 5

General Post-office,
14th January, 1836.

(Signed) G. H. FREELING.

No. 9.

Post-office (Dublin) Return of the Annual Average Number of List of Imports & Exports transmitted.

No. 9.

A RETURN showing the Average Number of the Dublin List of Iimports and Expors Annually transmitted by Post, when sent under the Privilege of the Clerks of Roads.

Number sent of each Publication.	Total Number Annually.
11	3,443

Inland Office, Dublin,
24th July, 1835.

No. 10.

No. 10.

Post-office Return of Dublin List of Imports & Exports, with the present Rate of Charge.

RETURN of the Average Number of Dublin List of Imports and Exports sent Weekly, with the Present Rate of Charge, and the Charge of the Clerk of the Roads for Transmission when sent under their Privilege.

DUBLIN LIST OF IMPORTS AND EXPORTS.

Charges made under the 4 *and* 5 *Wm. IV. c.* 44.

£1. 1*s.* per List per annum.

Average Number now sent Weekly.

The Average Number forwarded by Post is 11; the Publication is daily, *i. e.*, Six Days a week; the Average Total Number of Lists forwarded from Dublin is therefore 66.

Number Annually transmitted by Post when the Postage was payable to the Clerks of the Roads.

Unknown in London; a reference has been made to Dublin for the information.

Sum received by the Clerks of the Roads for the transmission of the List, and whether the Charge was made upon each Publication separately.

The Charge of the Clerks of the Roads for Transmission was at the rate of 10*s.* 6*d.* per annum for each separate List sent under their Privilege.

General Post-office,
22d July, 1835.

(Signed) Francis Freeling, Secretary.

EXAMINATIONS.

MINUTES of EVIDENCE taken before the POST-OFFICE COMMISSIONERS.

No. 11.

21st March, 1836.

Extract from the Evidence of Lord Lowther, so far as relates to the Transmission of Prices Current.

No. 11.
Extract from the Evidence of Lord Lowther.

YOUR Lordship has directed your attention a good deal to the subject of the propriety of transmitting the Prices Current through the Post-office at a cheaper rate than is now the case?—Last year my attention was directed to that subject from the applications of several merchants of the city of London, when I acted as Commissioner to inquire into the Post-office, and my colleagues and myself instituted an inquiry into it. I was impressed with the necessity of, or rather the advantage, to commercial men, and to the country generally, from the increase of trade, and from the facility it would give to retail dealers in laying in their stores, if such a measure could be carried into effect. The subject was new to me when I commenced the inquiry, but upon the investigation I was impressed with the conviction that it would be highly beneficial to the trade of the country generally; and subsequent consideration has confirmed me in that view, as I have since been upon the Continent, and I find that the government of France encourage the circulation of Prices current at a low charge; I think it is at the charge of 1*d.* divided into a halfpenny charged for the stamp, and a halfpenny for the postage, which makes 1*d.* altogether. These are allowed to be circulated in France (handing in a paper); it is merely a commercial announcement, and it shows the difference of charge on Prices current coming here from the Continent, to that on the same thing coming from one part of the Continent to another. From Paris to Calais it is charged only 1*d.*, and from Calais to London it would be 2*s.* 4*d.*

Now confining yourself, in the first instance, to the question of the transmission of Prices current in Great Britain and Ireland, will you have the goodness to state what scheme you conceive it would be advisable to adopt?—I believe I held a different opinion from my two colleagues, which I think I expressed in the Report I presented to the Treasury from myself, and at that time I should have thought the Revenue would have gained, as well as that it would be a great convenience and benefit to the trade, if a stamp-duty had been fixed at 1*d.*; but circumstances have altered since, and newspaper stamps are proposed to be reduced to 1*d.* I stated in my Report that I would only propose 1*d.* on Prices current, in the first instance but I thought afterwards it was capable of still further reduction. I think it would certainly be necessary for the protection of the Revenue to limit Prices current to a certain weight, and I regret that the double sheet frequently used for newspapers was not foreseen when the Stamp Act was made.

That is with regard to newspapers only?—Yes, with regard to newspapers.

Will you have the goodness to state what weight you think it would be expedient to fix?—I think for the actual purposes of trade, I should propose one halfpenny stamp, the paper not to exceed half an ounce; if it exceeded half an ounce, then 1*d.*, and if it exceeded an ounce and a half, then 1½*d.*; and so I would go upon a graduated scale. This is the practice at the Post-office in France.

Now with reference to the question of the transmission of Prices current between this country and foreign countries, will you state to the Commission any suggestions that have occurred to you upon that subject?—I think it should be as low as would defray the expense of its transmission. I think not more than 1*d.* for a long postage, such as to Rotterdam or Hamburgh. I think that both there and in the continental market there is an appetite for Prices current; for instance, the prices of wine at Bordeaux are very desirable at this market. A considerable number of those lists would be sent from Bordeaux to this country if they could be sent at a small postage.

In point of fact, at present, does an English Price current pay no more in going through France for postage than a Price current printed in France?—I am not aware whether it does or not. I never saw an English Price current in France. I saw the French Prices current in all the coffee-houses, in my visit, all through the south of France. Upon the subject of foreign Prices current—last year I had the greatest number of complaints as to Prices current coming from Canton, in China, for the tea merchants here. I think that is one[*handing in a paper*]; it is charged 1*s.* 7*d.*, coming as a ship letter from Canton. There is another sent as a newspaper; [*producing another paper*] that is charged 4*s.* 9*d.* I believe the Postmaster-General diminished the rate of postage afterwards upon several complaints being made.

Would you suggest that the Prices current should be put on a different footing from ship letters, or would you reduce ship letters equally with Prices current?—It is a different branch totally; it is of importance that the greatest facility should be given for the transmission of information upon matters of trade, where there is no private communication. There are five or six places in different parts of the world, great commercial cities, such as New York and Petersburgh, and Canton, where merchants and extensive retail dealers wish to be informed of the prices of the articles in those cities from whence the produce comes. I think it is very probable the transmission of Prices current would swell the amount of the delivery from the Post-office very much. The Post-office objected last year, at least Mr. Johnson, when he was

No. 11.

Extract from Lord Lowther's Evidence, March 21, 1836.

examined here, and Mr. Critchett, objected to it on account of the labour it would cast upon the office; but when I look at the quantity of letters and papers that go through the Post-office at Paris, as compared with those through the Post-office in London, it is comparatively small. Mr. Piron told me there were 100,000 printed papers of different descriptions went out of Paris every day, and they worked seven days in the week. He has published a book upon post-office regulations which has confirmed the statement he made to me. There are between 40,000 and 50,000 letters, which makes the business of the French Post-office very great.

Would you let the Prices current go free of postage, having a stamp, or would you propose to make them pay a slight postage going out to the West Indies, and other parts?—I would have them have a stamp, and go free.

Those that go out you propose to let go with a stamp, and those that come in by paying a slight sum for postage?—Yes. The limitation I should recommend upon the transmission of Prices Current would be to guard against their being made the vehicle for advertisements. Strict rules should be laid down that they should contain nothing but the names of the articles to be sold, and their prices, and that the names and residences of the sellers should be strictly excluded. I only make this suggestion as the commencement of a new system, and which might be extended afterwards. I conceive that Prices Current coming within the limits of half an ounce—they being constantly in the habit of printing the same heading, only merely with the alteration of price—might be sold for a penny, even with a half-penny stamp.

No. 12.

28th March, 1835.

Mr. *James Cook* was called in and examined as follows:

Examinations.

No. 12.
Mr. James Cook.
28th March, 1835.

What is your business?—That of a produce broker, connected with the India and China, West India, and American trades. I am a partner in the firm of Trueman and Cook.

Are you generally acquainted with the trade of London?—Very much so.

Are you generally acquainted with the Prices current and news lists?—Yes.

Does it appear to you that if there were more facility given for their transmission by mail that their number would very much increase?—Yes, considerably.

Are there lists published for each separate trade?—Yes.

Would those lists be sent to the country more extensively if they were allowed to go by post at a small charge?—Yes they would increase; I know a firm, which now publishes 800 Prices current a quarter, (equal to 3,200, for the year,) that would print 2,000 per month, making 24,000 annually, if the charge was moderate. The postage upon the 3,200 has amounted to £147, whereas the 24,000, if only 2*d*. for the stamp, and 1*d*. for the delivery was charged, would yield £300.

How often does this come out?—I said quarterly.

Do you know how these Prices current are sent now?—Yes they are forwarded through the Post-office, but I am aware Prices current, to a large extent, are conveyed in parcels by the mails, and other coaches, and are delivered by agents in the different towns, by which the Government is deprived of the postage.

Then they send them not directed, but trusting to their agent in the country to deliver them according to his list?—Yes.

With respect to Prices current of stock and shares, and the market price of other articles such as corn, do you conceive that they might have the same extension of sale?—With respect to Prices current of corn, shares, stocks, public funds &c., I think great publicity is already given through the newspapers, but similar intelligence relating to prices of produce, is not so furnished; The Times, Morning Herald, Morning Post, and Morning Chronicle, give little or no information as to the state of the Colonial markets.

Have the dealers in the country towns, or in the manufacturing towns, much desire to know the state of the London markets as to the colonial produce?—There is an increasing desire on the part of the people, in the country, to obtain the earliest and best information.

Is there an increasing desire for Prices current spreading through the country?—Yes, I should say that information widely disseminated is very desirable, but I am aware, that many of our large traders feel the inconvenience of it. In almost all trades there are "middle men," technically called "dealers," who buy from the importers, and sell to the retailers, whose business again, it is to resell to the consumer. Many of the large retailers have been getting rich, and instead of going to the wholesale dealer, apply direct to the importer, through the agency of their brokers, thereby gaining the intermediate profit. Intermediate dealing has very much fallen off in all trades, particularly in the sugar, tea, and dry-saltry departments, and the effect of allowing price currents to be circulated at a moderate charge would be a benefit to the shopkeeper, for he would then be put in possession of regular information, which is now in some measure withheld by the expense of postage. Throughout the country there are still dealers engaged in trade, who would not hail the measure as any boon to them, for the tendency of it would be to destroy in a great measure their trade, by giving too much publicity to the state of the markets.

Have you any notion to what extent the circulation of Prices current would go, assuming that there was to be a moderate charge of postage upon them?—My calculation is, that the Post-office would have a yearly increase of about three millions of circulars of Prices current, by which the Government would get a larger revenue than they do at present, equal to £40,000.

Examinations.

No. 12.
Mr. James Cook.
28th March, 1835.

What is the average cost of a Price current that is published once a week?—It varies: there is a difficulty in answering the question. At Liverpool a circular is published jointly by about twenty brokers, they agree upon one form, and have their names attached to it, detailing the weekly transactions in the market. I receive one every *Monday*.

What do you pay for it?—I pay for it merely as a letter, viz. 11*d*., postage.

You do not purchase it?—No, it is not the business of commission agents to charge for Prices current; their object in publishing is to give publicity, and to get business thereby.

Are those what you call news letters?—We call them Prices current: most of those which circulate in the country are published by commission agents, brokers and others, and they charge nothing for them. They are more to be depended upon as coming from practical people.

Is there not a Price current published by a man of the name of Price?—Yes, and others by Finlayson, &c.

What is the price of them?—I think the charge is £1. 1*s*. a quarter, but the circulation of them through the Post-office is not large.

Assuming "Price's Price current" to be of a reasonable weight, under half an ounce, if that list could be circulated at twopence is it your opinion that a great number of them would be transmitted through the post?—There would be more sent, but the great increase of circulation would consist of Prices current, made out by the broker.

[*A paper was shewn to the witness.*]

What should you call that paper?—It is published by a foreign merchant for his customers on the Continent, but I do not conceive that the question now put applies to this Inquiry, if it be confined to the United Kingdom,

Have you sufficiently considered the distinction between news letters written by brokers and commission agents after the market and printed lists, such as Wettenhall's, with reference to the difficulty there would be in distinguishing between the two?—There would be no difficulty in distinguishing the one from the other. I now receive a printed circular and Price current by the post, in the shape of a letter sealed, and am charged postage, but in the event of their being allowed to circulate at a moderate rate they should be folded like a newspaper.

That would be a saving of expense in postage to the broker, but would it be a general convenience to the public?—It is no saving of expense to the broker when he transmits the letter to his correspondent, and his correspondent pays the postage, but it is an accommodation to the retail dealer in the country, inasmuch as he gets information which otherwise might be withheld by the expense of postage. The Price current informs him what has been passing, and he is enabled to direct his purchases accordingly.

As a matter of necessity for your business you now receive a letter from Liverpool for which you pay 11*d*.—if you received that at 3*d*. the revenue would lose the difference between the 11*d*. and 3*d*. but if that sort of letter was to go at a diminished postage would they increase very much in number?—I have no question but there would be a great increase to the Revenue, much larger than would be generally expected.

If these Prices current are only published privately, how would the small dealer be enabled to derive an advantage?—The retail shopkeeper is injured by too heavy a postage, for if A, a commission agent, communicates with B, a retailer in the country, and if the postage is 11*d*., A knows full well that B dislikes to pay so heavy a charge,—but if B is only moderately charged, he will be glad to receive a Price current, which is now in some degree withheld. The advantage of information to B, and to all in his situation, is important, for he will observe, by the Price current and printed circular, that he has paid the wholesale dealer 60*s*. per cwt. for his sugar, whereas it could have been purchased in the market through a different channel at 57*s*.

Suppose the case of a man in a country town who wants to know the price at Liverpool, how can he know it from a Price current, unless it is sent?—Such is the rivalry in trade, that if he be a man of any credit or character, the commission agent is almost sure to find him out, and send him a Price current, either direct, or through the intervention of a traveller.

If a grocerin a country town wrote to him saying, "I shall be glad to have a Price current regularly," would he send it to him?—It would be conveyed to him probably without the necessity of an application.

Suppose a grocer living at Guildford or Farnham,—what means has he of ascertaining the real price of sugar, if he wants to lay in his stock for three months forward?—I have before explained, that it is the business of the agent to trace out the buyer in the country, and to send him a Price current, free of charge, in order to induce him to buy sugar at the market price. The agent gets a commission for his trouble, and don't count the cost of a Price current.

Can you say how he gets it?—I think he gets it by parcel.

How often is "Price's Price current" published?—Weekly.

Are there any Prices current published more than once a week?—There are Prices current published almost every day, particularly after large public sales. At the termination of an indigo sale for instance, I forward Prices current to Leeds, Liverpool, &c.

When you send such a letter to Leeds to your correspondent there, is that Price current re-printed, or re-lithographed, or re-written by him, and sent about to his customers there?—No, he does not do that; but if I were permitted to circulate Prices current at a low rate of postage, I should then try to extend my country business, and, consequently, give information to *all* the buyers of indigo in Leeds, Manchester, and elsewhere.

Should you send any Prices current to America?—No, but the merchants would.

You have not an extensive correspondence with America?—I have not.

Or with Europe?—Not to any extent.

Examinations.

No. 12.
Mr. James Cook.
28th March, 1835.

Can you state whether there would be many Prices current likely to be sent abroad, if they could be transmitted at about the same charge as they would be circulated for in England?—To a very considerable extent.

Do you suppose that there would be any great demand in America for Prices current published in England, if they were transmitted at a low rate of postage?—Yes, there can be no question about it.

And to South America?—Yes.

Are you aware whether any one letter goes, and that the London prices are then re-printed at New York, or any other large towns?—My impression is, that most of the American houses in Liverpool and London, have agents in America, and that such agents in America, re-print the letters in the same way as foreign European houses transmit their information to the Continent.

Do you suppose that the original Prices current would go from this country, if there were not such a heavy charge upon them?—I think they would.

Do you know whether Prices current are sent to Hamburg or Genoa?—I think that Prices current are reprinted on the Continent.

A Hamburgh Price current was shewn to the witness.

Have you any means of judging whether, if letters could be sent in that form, they would go for circulation on the Continent?—That depends on the charge for printing; if the expense be less on the Continent than in England, they would probably be re-printed. There are however cases, where the foreign merchant prints Prices current in this country in the foreign languages, to a very large extent, and forwards them by the steamer to his agents on the Continent to be circulated. A moderate charge of postage, however, would no doubt obviate this.

Do you take in the Price current of Paris?—Yes, the Journal de Commerce.

How do you get it?—Through the foreign newspaper office.

Do you think there should be any distinction as to the price paid for news, letters, and Prices current between our own colonies and foreign countries?—I think no distinction should be made: the Continental trade has become exceedingly valuable of late years; out of 240 millions of pounds of cotton made into yarn last year, only one-fourth was retained for the consumption of the United Kingdom; the remainder was exported to foreign parts, the largest quantity by far being shipped to Belgium and Holland, the Hanse towns, Trieste, and Venice, Turkey, and the Levant, &c.

Is the high rate of postage, generally, in England, felt as a burthen upon the trade?—I think it bears heavily on the trade and commerce of this country. In the United States of America Prices current are allowed to pass through the Post-office free of charge.

Have you any means of judging between the scale of the postage of these countries and other countries?—I have no scale, but the charge in England is much larger than in any other part of Europe.

No. 13.

1st April, 1835.

Mr. *Charles Edmonds*, was called in and examined, as follows.

No. 13.
Mr. C. Edmunds.
1st April, 1835.

Where do you live?—No. 9, Change Alley, Cornhill.

What is your business, Mr. Edmonds?—A Canal Dock, and Stock Broker, and Broker of shares in general.

Are you concerned in any Prices current?—Yes.

Which are they?—It is Edmonds's prices of shares, 9, Change Alley, Cornhill.

Have you an extensive circulation of that?—I have.

In town, or country?—Both in town and country.

What is your mode of circulating in the country?—By post.

What postage do you pay?—I pay the usual postage, as for letters; and if I write to a friend in the country, I avail myself by writing on the list, and then it goes as a single sheet.

Had you ever any agreement with any of the clerks of the roads in the Post-office, to circulate these Prices current at a diminished price?—No; when people come from the country, they are directed to call upon me for a list, and some of my friends I send to weekly; they don't mind the expense of postage, and some don't like to pay the postage every week. I send to some once a-fortnight, to others, once every three weeks, and to others once a-month, and to others every three months and six months, some every twelve months.

Did you ever endeavour to negotiate with the clerks of the roads at the General Post-office to circulate these lists at a diminished rate of postage?—No, but I have frequently sent my printer to the Stamp Office, to know whether they would allow me to have them stamped, that they might go free of postage.

Are you aware that it was among the privileges of the clerks of the roads, previously to July last, that they were permitted, as a portion of their salary, to circulate newspapers abroad at a diminished rate of postage?—I was not aware of it.

If these papers could be circulated at twopence postage, either by stamping or postage, should you get an increased number of subscribers at three halfpence or twopence?—Yes, it would increase them to three or four times the quantity.

What is the present amount of circulation?—From four to five hundred a-week.

Examinations.

No. 13.
Mr. C. Edmunds.
1st April, 1835.

And you are of opinion that if there were a diminished postage, it would increase three or four times the amount?—Yes.

But do you conceive it would be the preferable mode to a three-halfpenny stamp, or two-penny stamp, or three halfpence, or twopence postage, limiting it as I suppose this would be to half an ounce?—I should think the postage would be the most preferable; the reason I think it would be most preferable to me is, that I need not trouble myself about the number I publish once a-week. I should not trouble myself about the number to be stamped. When there is a great change of property there is a greater want of these circulars.

Do you think, if you could, by circulating them at a cheaper rate, this number would double or quadruple?—At least quadruple, because there are so many people interested in the prices, that they are anxious to know how things stand every week, and, as they tell me, they cannot get a correct statement except from me, because I am more particularly engaged in the buying and selling: there are other circulars, but then the parties are not engaged in buying and selling; they don't know the prices so well as I do myself.

Do you think if you had a facility of circulation, that you could afford to publish twice a-week?—There are many of my friends who wish me to publish twice a-week.

Wettenhall's List is published twice a week, is it not?—Yes.

This is much the same?—My list is more particularly for shares, and for the English stocks and Foreign stocks.

Has Wettenhall's a considerable circulation?—Yes, but it would be more considerable, if it could be done cheaper; at the present time there are many people deeply interested in this property; the more my list is circulated, certainly it would tend rather to improve the stamp revenue, for I suppose I directly or indirectly pay in the things I buy and sell, to the amount of from fifteen to twenty thousand pounds a-year to Government, for stamps.

As rail roads, gas companies, canal shares, joint-stock banks, and other property of joint-stock companies increase, the greater would be the appetite and desire to have Prices current circulated?—Yes, so that there is more doing in that sort of property than there has been for a considerable time.

Are you aware how many Prices current there are of this description published in London?—No my Lord, I am not; but then the numbers would greatly increase if there were a facility given.

Do you think twopence would be a prohibitory price to have them circulated?—No.

They would bear that charge?—They would bear that charge; I should myself cheerfully pay it, because I send to many of the news rooms and pay the postage; some of my friends who live in market towns, say, "Edmonds, there is the Bradford news room, if you were to send a list I dare say it would do you some good round the table, as we wish to see it," and I cheerfully pay the postage because it does me good.

And brings to you business as a broker?—Yes, and of course it would materially benefit the Government.

Either as a stamp duty or as a postage?—Yes; some of the canal shares are very heavy, such as the Trent and Mersey; I have sold three to one gentleman, and two to another. Now the stamp duty on each of those transactions, was twelve pounds.

Do you send any of your papers of prices of shares abroad?—People are directed from France to call upon me, and some of my friends say, "Edmonds, I am going over to France or other places, give me a few of your lists, it would be quite a sight for them in France; and there are people also in France who are interested in property contained in your list."

Any at Hamburg? Do you ever send any of your lists to Hamburg?—Yes, to all parts; people from all parts, even to Russia.

Have you any reason to think that if there were a small postage abroad, the same as you pay for inland postage of two-pence in England, that they could be landed on the Continent for twopence, that then you would have any increased demand for your share lists?—I think a considerable demand. It is astonishing the quantity of circulars, and Prices current, that go to and fro.

How do they go?—They generally go by private hands.

Put up in rolls and not directed?—Yes, and they also send lists to their booksellers in Paternoster-row, and then they put them up in a parcel, and many people in the country say I am liable, and therefore I shall not do it in future.

You are not liable for sending a parcel by the coach of this sort; supposing you were to send a hundred of these not directed, and made up in a parcel, you are not liable to a penalty?—No I am not, but there are a number of people who live in the country who have books sent monthly, and they direct their booksellers to call at Edmonds's in Change Alley, for one of his lists to be sent in their parcels.

Do you distribute these gratis?—Yes, I do it to promote my own benefit, that of making myself known. I have done it for many years, and I was the first who did it.

Do you send any to America?—Yes.

Then the result of your opinion is, that, from the increased number of speculations or works in which capital is embarked, under the different heads contained in your Prices current, there is a great appetite in the public to see the prices of the shares, and that, if such facility is afforded in circulating a paper of this size or dimensions (about half an ounce), that you could sell and distribute a very greatly increased number?—Yes; because there are a number of my friends who are deeply interested: it is not only curiosity, but they are deeply interested. Their property being embarked in these sorts of things, they are of course extremely anxious to know what the prices and fluctuations in them are, and therefore it tends very much to their comfort in every respect. A friend of mine says, "I don't like to pay the postage every week, but you may send to me once a-fortnight." Whereas, if it were

Examinations.

No. 13.
Mr C. Edmonds.
1st April, 1835.

not for the expense of postage, he would have them sent every week, because there is a great alteration in this sort of property, owing to there being an increasing demand, or a decreasing demand. There are considerable fluctuations occasionally; and I am confident that it would materially benefit the stamp duties. What I mean by that is, that it would facilitate in this way the transfer of property contained in those lists; that I should find more buyers and sellers, and consequently, the Government would be benefited by the *ad valorem* duty on those transactions; because when people see things up, they send me orders to sell, and then there would be a stamp duty to Government on the transaction; and if they don't see my list for two or three months, then they are not aware that there is any change.

No. 14.

4th April, 1835.

No. 14.
Mr. G. M. V. Dadelszen.
4th April, 1835.

Mr. *G. M. V. Dadelszen* was called in and examined, as follows:

You are a merchant in the city?—A general merchant, chiefly in foreign commission business. We receive orders from the continent, ship the goods, and get our returns.

Whether articles of British manufacture or colonial produce?—Yes; anything that they wish to have, manufactured or colonial; chiefly colonial. We have an establishment in Scotland, and another at Liverpool.

Have you a large correspondence?—Yes, a very large correspondence. I believe I get as many foreign letters as any one, and send as many away.

What is your mode of communicating to the Continent the prices of the different articles?—The regular way of doing this is, we write our letter in the morning, and in the course of the day, at two o'clock, we make a statement of the market, send the letter to the printer, and he prints a statement of the market on the other side of the letter. These letters are sent to the Post-office, and the same way we have a great many made up without the letters, which we send to our agents on the Continent, who divide them amongst our friends, or we send them direct to them. It is generally requested that if there is any alteration in the market, we shall send them a circular.

Is that every day?—Twice every week, on Tuesdays and Fridays; and to France more frequently.

Do you forward any of the London Prices current?—Yes; we send three of them every post day to our different agents.

To what countries?—To Hamburg, Prussia, and the Mediterranean.

You send those to the houses of your agents?—Yes.

Do they circulate them?—No; they keep these Prices current for themselves, and give the information to our friends.

Is a Price current paid for as a letter?—Yes; but we send a trade list, or London Price current, to our different agents twice a-week. At times we are obliged to cut off a piece, or they would charge it as a 6*s.* 8*d.* letter, so that it is actually disfigured: if the paper is thin, and does not weigh an ounce, it passes for a single letter, and only pays 1*s.* 8*d.* postage.

What is this letter now shown to you?—This is the sort of letter we write, informing our correspondents that we have purchased so and so; then we send them to the printer to print the prices upon it, and we are obliged to keep that within the weight, to be only 1*s.* 8*d.* postage.

Assuming that the postage were more moderate, that you could send trade lists in this form to the Continent at 2*d.*, or 2½*d.* a-piece, would the number very much increase?—I have no doubt it would increase very considerably.

Would it not at the same time very much diminish the number of letters?—I do not think it could, for we should not be allowed to send letters as well. The Post-office ought to take care that those letters did not go by the same conveyance. Certainly, it might lead to a good deal of fraud, but that must be prevented.

Do you think five or ten Prices current would go where one letter goes now, if you could forward them at a lower price?—I have no doubt of it.

Do you think that would increase correspondence?—Certainly.

Do you take in the Hamburg Price current?—Similar ones are sent to us every post day.

Have you reason to believe that if the Prices current could go from this country at a rate of postage not exceeding 2*d.*, there would be a great increase?—Yes, I certainly would recommend even 1*d.* in preference to 2*d.*, on the principle of its giving a stimulus to commerce.

Do you conceive at 1*d.* on the Price current, the increased number of their circulation would bring as much as if they were charged 2*d.*?—Yes; I think that the 2*d.* would be a temptation to a merchant to send them in another way, if an opportunity offered, but 1*d.* would not.

Is it not your opinion that the circulation of Prices current at 1*d.* would decrease the number of letters, so as to affect the revenue?—No, it is not.

You think that the free circulation of Prices current would occasion further correspondence?—Yes, now if we send our circulars to the Continent every day, twenty or thirty come back upon us. They will not accept of them unless they are postage free on the Continent. I believe it is the practice to charge only 1*d.* if there is a cover round it.

Do you believe that a free circulation of information would act as a stimulus to trade?—I have no doubt about it, it would do a great deal of good.

Examinations.

No. 14.
Mr. G. M. V. Dadelszen.
4th April, 1835.

You think that it would increase transactions?—Yes, if the manufacturer in the country knew where to get more for his goods, he would send his goods there; now he is in a state of ignorance.

You are acquainted with the practices of the Post-offices in Germany?—I am.

Do the Post-offices in Germany only demand a very moderate charge for the circulation of the Prices current?—It is only about a penny from Berlin to Hamburg, just for the trouble of the man delivering them.

Do you know the charge from Vienna to Hamburg?—I am not able to state that precisely, but I believe it is only the trouble of the man carrying them about; it is not for the postage.

Have you any means of estimating the number of Prices current printed at Hamburg or Amsterdam?—They are enormous; great houses have hundreds every day, I have no doubt; I can only say for our own business, we print from 80 to 100 every foreign post night.

Who is the house you correspond with in Hamburg?—Messrs. J. H. and G. F. Baur, C. H. Donner, and G. W. Arnemann and Son, in Altona, &c.

Do they circulate Prices current to a large extent?—Yes, I have no doubt, 200 each, every day.

Can you form an opinion as it regards England whether there is a desire for Prices current?—Yes, if they can get them cheap; every person likes information if they can get it at a moderate rate; a person sent me some circulars to say that his son had become partner, and requested me to send them to Liverpool and Manchester; he paid eightpence postage to Hamburg, and when the parcel came here it was £1. 11*s.* 8*d.*; that man will never send any more circulars; they had a slip of paper round them. I would say that sending circulars in the way I have proposed could certainly lead to a great deal of fraud, but it would be very easily prevented; charge them low but do not allow them to be under cover, but let them be left so open at both ends that the Post-office can see whether there is any writing upon them, with a heavy fine in case of any attempt to deceive the Post-office.

Have you any correspondence with America?—No, very little; our correspondence is chiefly to Hamburg and Holland. I believe the postage does not derive any benefit by their having left off ship letters; they used to charge us half the postage only by the steamers or by ship, notwithstanding the letters went to the Post-office. It was to us a great advantage and used to save me about £400 a-year.

Have you communication with France?—Yes, in France, I believe, printed statements are forwarded but for a trifling charge, say about 1*d.*, but such papers pay a trifling *stamp duty* which, I believe, has nothing to do with the Post-office. I believe the postage altogether is less in France.

The result of your opinion is, that both going and coming to England, if there were a diminished rate of postage, the revenue would not lose in the end?—No; if means could be found to prevent fraud, the circulation of Prices current at the rate of 1*d.* would not diminish the income of the Post-office. I believe that they do not now get £1,000 in the course of the year for circulars, but that circulars are sent to a very large extent by private means I have no doubt.

Do you receive Prices current from Glasgow and Liverpool?—Yes; I believe that many are sent by coach now which would be sent by post if they could be received at a small postage.

If there were but a small difference, the Post-office communication would be preferred by the merchants?—Decidedly.

Are the letters ever reprinted at Hamburg?—If a merchant were to find any difficulty in getting them off, he might send one and have it lithographed in Hamburg.

If one Price current were sent, would it be cheaper to have it printed or lithographed in Hamburg?—Certainly, that is done every day; some houses have it done in Hamburg, and the Post-office lose it altogether.

If the rate of postage were cheaper, you think it would be done here?—Yes; I do not think a merchant would dream of asking a friend to take a parcel if it was only a penny, but would send it through the Post-office. We should send copies to each of our agents to places in Germany (of whom we have ten), and they would present them regularly.

No. 15.

28th March, 1835.

Mr. *Henry Burgess* was called in and examined, as follows:

Examinations.

No. 15.
Mr. Henry Burgess.
28th March, 1835.

You are agent to several country bankers?—I am the secretary to the Committee of Country Bankers.

Does that Committee of Country Bankers print and circulate a Price current?—No; there is a paper called 'A Circular to Bankers,' which is my own property; but that is entirely a private concern, though taken pretty generally by the country bankers.

Have you a copy of it with you?—No; I have not.

Does it give figures only, or are there any comments?—There are two pages of figures and six of comments, on such matters as are of interest to bankers. It occasionally also contains reports of trials bearing upon the banking and commercial interests, extracts of Acts of Parliament, lists of bankrupts, and dissolutions of partnerships.

By what means is that circulated?—By the post, paying the stamp as a newspaper.

What is the amount of the stamp?—Fourpence.

What is the size of it?—It is eight pages, of quarto size.

Are you pretty generally acquainted with the trade of London?—Yes; but more with that of the country. I lived in Yorkshire many years, and at Leicester.

121

Examinations

No. 15.

Mr. Henry Burgess.

28th March, 1835.

Does it appear to you that it would be beneficial to trade if Prices current could be circulated freely at a small charge, either of postage, or at a lower rate of stamp?—It would be a great convenience. I know many persons who now circulate their own letters at a considerable expense: perhaps one letter is written where forty or fifty circulars would be sent; and I know an instance in Liverpool, where a gentleman gets his corn circulars inserted in a newspaper after the general subscribers of the paper have been served with the number. This gentleman takes some forty or fifty, or one hundred of the newspapers to send to his particular connections; those forty or fifty papers alone containing his circulars.

Then the newspaper pays the stamp for that?—Yes.

He cannot do that for a less charge than the stamp?—Certainly not.

But if he sent letters instead of the newspapers, that would be double?—The postage would probably be 10*d.* or 11*d.*, because they are addressed to different parts of the country.

Does he pay the advertisement duty upon it?—No; it is not an advertisement.

Does it appear to you, from your communication with the country, that there is a desire for Prices current to be more generally distributed?—I know of nothing that exhibits a more decided tendency to increase than Prices current. I could quote an instance in Leeds, where a gentleman who was formerly a partner of mine, would, I have no doubt, if he could send his communications cheaply, send perhaps one hundred every market day, instead of which, perhaps he writes four or five letters every week.

What amount do you imagine a Price current would bear, without impeding its circulation, either in postage or stamp duty?—Decidedly twopence.

Would not Prices current at twopence, from the increase in the number, compensate for any loss of postage by the reduced rate?—I should think the revenue would gain by it fourfold; and therefore it would be much more than a compensation. That is my impression; but I speak only from a general view of the subject. I see there is a great tendency, in all branches of trade, to concentration. For example; wool, instead of being collected in detail at the farmers' houses, by retail dealers in the wool districts, is sent to a commissioner in Leeds, or Liverpool, or Halifax, for sale; and those commissioners want to communicate with their principals cheaply if they can. For the want of this, the principals are often induced to take long journeys to ascertain the state of their property, when perhaps a weekly communication would suffice. That is the case in wool and in corn, and in all trades connected with the leading raw materials of manufacture.

Do you think if Prices current were transmitted at a low charge, by post, that such publications would be increased in the local towns, such as Manchester and Leeds?—Immensely: more in the local towns, relatively speaking, than in London and Bristol, the old emporiums of commerce.

Are not a great many Prices current now published in London, with reference to the different trades, such as the tea trade and the sugar?—Yes; sugar, coffee, cotton, and corn, drysalteries, and a great many other trades.

Is not their circulation very much limited to London itself?—Limited to London; except such as are sent to a distance in parcels, by coach and steam-boat.

Is it the practice to send parcels of Prices current undirected, by coach, to be distributed by an agent, according to a list which he has in his office?—Yes.

By which means the Post-office loses that charge which they would have had if they had been sent through the Post-office?—Yes; that practice exists.

Do you ever see any Prices current from abroad?—Yes; a great many.

How do they come to this country?—They come in ship letters. They are very common in Lancashire; Prices current, published even at Lima, I have seen.

Are you aware how Prices current are sent abroad?—In the way I last mentioned, in parcels, generally by vessels or steam-boats.

[*A paper was shown to the witness.*]

Do you call that a Price current or a news letter?—It is a market letter, giving a statement of the condition of the market.

Those printed upon a thin piece of paper, you think would bear a tax of twopence?—Certainly; and if sent abroad, a higher tax.

If you had to recommend a course of proceeding as to the manner in which they should pay to the public revenue, would you recommend a postage of so much a sheet, or a stamp duty, and that they should go free; which of the two would be most convenient to the trade and beneficial to the revenue?—That is rather a question for the Post-office to answer. It is a question I am not competent to answer. I do not think it is very material.

Would not there be a danger in the one course, that if they went through the Post-office with a charge of postage, they might not be received by some persons to whom they were addressed?—Yes, that is obvious; but I should imagine that no Prices current would, generally speaking, be sent but to persons who would be desirous to receive them. The senders would know whether they would be acceptable or not.

Are you aware of any of the merchants having lithographic presses in their own houses, in which they write off their letters?—Yes; I understand that there are such. I never saw any in a merchant's office.

Would it not be very inconvenient to such persons to be obliged to keep a provision of stamped paper by them?—Yes; there is no question that the interests of commerce would be better served by the other plan.

Would there be any objection to the limitation of the weight?—I think that all periodical

Examinations.

No. 15.
Mr. Henry Burgess.
28th March, 1835.

publications whatever, for which a small tax is levied to facilitate their transmission through the Post-office, ought to be charged according to their weight.

[*A paper was shown to the witness.*]

Would a Price current of that size communicate nearly all the information that was wanted?—This might do, but it would be rather confining the size too closely to limit it to that. I have seen Prices current more than double the size of that.

Would not the trade accommodate themselves to any regulations of that sort?—Yes, certainly, there would be no difficulty; the limitation of weight could be accomplished very easily, either by the space or the thickness of the paper.

Have you been abroad much?—Not much; I have not been abroad for thirty years.

You are not aware of the facilities given for the transmission of Prices current abroad?—No; I understand that they are much greater than in England.

Are you aware whether it is the practice of any of the publishers of the Prices current to send the parcels to the great towns by coach, and there have them distributed?—I believe it is with several of them.

Do you think that the frequent sight of Prices current would stimulate persons to buy, and so lead to consumption?—All such facilities certainly tend to increase commercial dealings.

Do you think it would be advantageous to have a general Price current, or a variety of Prices current, specifying the prices, and the particular qualities of different articles; for example, in the tea trade there are a hundred different sorts of tea and their prices?—Every trade would have its own Prices current, for they are generally issued by brokers in their respective trades, who do it for the purpose of getting commissions in their business.

Have you any communication that you wish to make respecting the Post-office department?—May I take the liberty of suggesting a regulation which I know would be exceedingly agreeable to the country bankers, and it would be only carrying forward a plan which was adopted some years ago. At present, there is an Act passed 12th April 1824, which empowers bankers to have their country notes, when paid in London, returned through the Post-office at one-fourth the usual postage charge. It recites, that "Packets containing re-issuable cash notes only, issued by country bankers under annual licence, may be received at the General Post-office in London, and sent back, after the notes have been paid by the agent in London, at rates of postage not exceeding one-fourth part of the rates and duties of postage by law established." Now that has been found an exceedingly convenient Act of Parliament, enabling the country bankers to get their notes down without risk, through the Post-office, instead of trusting their notes to parcels in coaches which are often robbed, or by private individuals, who sometimes forget to deliver them punctually; and, in consequence of the convenience felt by them from this Act, I know a great many country bankers would desire to have the same facility extended to the transmission of notes between country towns: for example, a banker at Bury St. Edmond's would like to transmit his notes to Huntingdon, I mean the local notes issued at, payable only at Huntingdon; he would like to have an opportunity of transmitting by post, the notes he receives of any local bank within fifty or a hundred miles. Therefore if your Lordships would think it right to suggest that the old Act of Parliament should be extended to the cross posts, it would be a great convenience to bankers.

Would you think it safe that the notes should be transmitted in that way, if the mail were only to be carried by a boy on horse-back, or a man in a gig during the night?—Wherever the King's mail goes, whether by a gig, or by a horse, or by a boy, the bankers would be glad to send their notes by it, at the prescribed rate of one-fourth the customary postage rate.

Do the Post-office ensure the delivery of the parcel?—They never ensure anything; they never make good any loss.

Then what is the use of sending it by the post, at the expense of one-fourth the postage?—The supposed security of the post compared with the insecurity of sending by private individuals.

Is greater care taken of the letter in consequence of your paying four times the postage?—I must have been in error, or have been mistaken, if I mentioned a quadruple postage. The letters containing the notes are put into the mail bag and sealed by the postmaster; it is a letter paying one-fourth postage.

If the Post-office are not responsible, what advantage has the banker in paying four times the amount, if he does not get any more additional security?—There are several advantages which it would give to country bankers. In the first place the country banker would have the security of the King's mail in transmitting his notes. I think that such a regulation permitting bankers to send their notes payable at each other's offices, only, through the post at a reasonable postage, would very much increase the revenue, and the present mode of getting those notes transmitted to the place where they are payable, is both inconvenient and riskful; a banker is obliged to keep the notes of another country banker a week or ten days, because he has no person that he can trust his property to, going to the particular place where only the notes are payable and another risk is sending by private persons; that which would be better conveyed by the King's mail. This is a subject that has been pressed upon my attention by several bankers, and I have been desired to mention it if I had any opportunity of doing so.

No. 16.

1st April, 1835.

Mr. *John Teesdale* was called in, and examined as follows:

Where do you live?—In Oxford-court, Cannon-street, in the city.

In what business are you?—I am a tea agent, my Lord.

By being a tea agent, do you mean that you purchase teas for correspondents in the country?—I do, my Lord.

Do you publish any list or paper of the prices of teas and their qualities?—I publish the character and the value of the tea coming forward for sale, and after the sale I give them the result of the sales, with the prices the teas have sold for, so that twice a quarter I send them circulars.

Do you circulate any considerable number?—About four hundred of each, quarterly. I circulate them by subscription. I charge a guinea a-year for them.

In what way are they sent to the subscribers in the country?—I send about fifty of each a quarter by the general post.

What do they weigh?—These weigh very near an ounce, not quite. I send about fifty of each by the twopenny post into the neighbourhood of London; then, out of those four hundred, there are one hundred circulated in London twice a-quarter by boys, and the remainder in coach parcels.

If by printing them upon thinner paper, and thereby reducing their weight, and they could be circulated at two-pence each, would you have an increased demand?—The increase in my case would depend upon the number of subscribers I should get from the supposed merit of it; but still their being delivered at a less expense would increase the circulation, though I do not think upon reflection it would increase above a hundred a-quarter more, because the greater proportion are sent by coach parcels. But I should, in addition to what I now charge a guinea a year for, give away a hundred or two hundred a-quarter more.

Is there any Price current published solely for the tea trade?—Yes; a person of the name of John Nicholson publishes a list, and there is another party, tea agents, George Moffat and Company, who also publish a list similar to mine with a larger circulation, say one thousand a quarter. There are a great many large dealers who send their quarterly circulars also, which are similar to the one you have just seen.

It is a very extensive trade in London, is it not?—It is. I dare say besides those two there are three others who circulate as many. Peake, Brothers, and Company, Sanderson and Co., and Travers and Sons, circulate at least a thousand each.

Have you any estimate of the number of circulars respecting the trade of tea that go forth from London to the country?—I was stating that there are five houses probably that circulate a thousand a-quarter each; and twelve houses, I should imagine, of about five hundred each.

Are they generally circulated by post?—I think the greater part go in coach parcels.

If they could be sent at a small postage, do you think that their numbers would increase?—Very much, undoubtedly; but it is not the wish of the large houses, I have reason to think, in our trade.

It is not their wish to circulate more?—They would rather pay as they are now doing, than that they should go for nothing.

But paying at a moderate price of twopence or threepence, how would that be?—I think it would be a good thing generally, and a great many would be circulated; they would approve of that: but they are also of opinion, and it is my opinion, that it should be paid on the part of the person who sends it.

You mean by stamp?—Either by stamp or postage, whichever should be thought proper.

The most certain mode of insuring that the person who sends it should pay for it, would be by having a stamp on it, would it not?—Yes, my Lord; one view of it is, that if it were not paid by the person who sends it, the consequence would be, that individuals would be inundated with papers that they did not want, and although the postage might be small, it would be a great expense to them.

Have you any suggestion to make as to the facility of the transmission of these papers?—I am not aware that I have. We send every quarter by the coach one hundred single circulars, and we pay twopence booking for each, and therefore we should very cheerfully pay twopence as the postage. I think it would prevent a great deal of annoyance to traders and to private gentlemen in the country, because if the information they want to send is not worth paying the twopence for, it cannot be of much importance to the parties.

No. 17.

4th April, 1835.

Mr. George Moffat was examined as follows:

You are a broker in the city?—A broker for the country buyers, but not for London; not a licensed broker for London, but acting on that principle for the country buyers.

In colonial produce generally?—In colonial produce generally, but more largely in tea than in anything else, but in all articles of the East and West India import.

What is the manner in which you circulate the Prices current?—Our manner of circulating the Prices current differs from that of most of those engaged in the same trade. We publish

Examinations.

No. 17.
Mr. George Moffat,
4th April, 1835.

very minute details of the costs of tea, to which we particularly give attention; at the close of every principal auction we publish an exact list and description of the teas sold therein, which we are in the habit of circulating by post.

What do you pay for that by post?—We make a contract for our paper, so that it comes within the ounce, including the printing, consequently it is paid for only as a single letter, though so large a sheet as to be perhaps the fullest document that passes for an ounce; and instances have occurred, where, in consequence of the excess of weight, our customers have been taxed for it as a weight letter, and have rejected it in consequence; it has then gone to the dead-letter office. There are published three tea Prices current giving similar information, one by our firm and two by others; the advantage they have been to the revenue by informing the country of the cost prices, enabling the vendor to buy and sell tea at lower rates, thus increasing the consumption, and revenue derivable therefrom, will be best exemplified in the following statement, to the accuracy of which I stand pledged. Previous to the year 1823, the country buyers were ignorant of the cost prices of tea at the India House; all their knowledge was gathered from the wholesale dealers' prices to them;—the London dealers thus holding a species of monopoly, took especial care to keep the country buyers in the dark, thereby obtaining almost any price they thought proper to impose. Their gains from the trade are said to have been immense; many instances have come within our knowledge of parties having commenced in the wholesale tea trade with very limited capital, and no extraordinary share either of intelligence or experience, who in a few years amassed considerable fortunes; in fact, the tea trade, previous to 1823, had become notorious in the city as a short and rapid road to affluence; this, although individually beneficial, was nationally injurious, high prices debarring the poor from this most healthy luxury, curtailing its use in the middle classes, and severely injuring the revenue, by cramping the consumption. In 1823 a new era occurred in the tea trade; price lists of every auction were published, and circulated throughout the country; these lists were compiled with such detailed accuracy and precision, that the country dealers could immediately discover to a farthing the cost price per lb., paid to the East India Company, of every chest of tea. As might be expected, this information destroyed at once the enormous monopoly profits of the wholesale dealer;—the wealthy provincial buyers immediately employed agents to purchase for them at the India House sales, and turned their attention to supplying the smaller country shopkeepers; this produced immediate competition between them and the wholesale London dealers, by which the smaller shopkeepers obtained a full share of the advantage that this knowledge had given to the extensive provincial dealers; the result of this spread of information was a general reduction in price to the consumer, and a consequent increase in consumption, which has been steadily and rapidly progressing since the beneficial alteration in the trade occurred. We find that in 1823, the total consumption of tea was 27,600,000 lbs., and at that period the high duty on coffee (double the present rate) naturally increased the demand for tea:—in 1834 we find the duty on coffee lowered 50 per cent.; the consumption consequently more than trebled it; and with this presumed drawback upon the demand for tea, the quantity actually consumed in the United Kingdom in 1834, is 34,982,489lbs., showing an increase of 7,400,000lbs., nearly 30 per cent. on the quantity consumed in 1823; while the depreciation of the first cost has not exceeded 16 per cent., which, calculating the duty at 2*s.* per lb., is advantaging the revenue to the extent of £740,000 per annum, and materially increasing the comforts of the lower and middling classes; these benefits are mainly attributable to the widely spread and accurate information given to the country by the Prices current. I make this statement advisedly, and with a thorough conviction of its accuracy, my conclusions being drawn from 13 years' experience, a close observation of the workings of the tea trade, and an extensive acquaintance for the last seven years with the large provincial buyers, with most of whom our firm now corresponds. I do not think that all the advantages of this system have yet been developed, and am decidedly of opinion that the spreading such information more generally by rendering its transit less expensive, would be productive of benefit both to the public and the Revenue. How has the new scale of duties operated?—They have come into operation only since the last six months.

Does your circulation of this paper extend all over England and Scotland?—Yes.

What number of those circulars do you send?—About five years ago we circulated rather more than 2,000 copies quarterly; the sales were then held quarterly; our circulation has been gradually declining from 2,000 to 800 quarterly, while our correspondence is increasing.

What is the cause of that?—There are two other parties in the trade who publish similar circulars: the one a person of the name of Nicholson, who, publishing a newspaper, inserts this information, which being stamped, goes to his correspondents gratis.

Does Mr. Nicholson circulate his newspaper gratis to every one?—No: except to those engaged in the country trade; he affects to charge them for the paper, but the parties inform us that he sends it gratis as an inducement to them to employ him in business. Our own circulars have usually been sent by post, understanding that to be the law of the land, and thinking it a regulation which ought to be adopted; but there is a third party who publishes the like information, and I find his issue, though his concern is insignificant in point of business compared to ours, is about 2,000 to our 800; this discrepancy is only to be accounted for by the manner of circulation; he does not send them by post but by coach parcels to the different places.

There is a stamp on Mr. Nicholson's?—Yes; this third party to whom I refer, says, "I know your circulars are not taken in so largely as they would otherwise be, because the postage is heavy," and therefore he is induced to evade the Post-office regulations. I have petitioned the stamp office to allow ours to be stamped, but have been refused, the stamp office assigning as a reason for the refusal, that the Post-office would not pass them free if stamped, not being newspapers.

125

Examinations.

No. 17.
Mr. George Moffat,
4th April 1835.

Assuming that you could circulate those at a diminished price, at twopence for half an ounce, for instance, would your number very much increase?—Instead of publishing 800 quarterly, I propose, if this boon is granted to the commerce of London, to publish 2,000, which is about the extent of my correspondence, and circulate them monthly, so that instead of publishing 3,000, I should publish 24,000 in the year. Our correspondents would gladly receive the information, but will not pay the 11*d.* or 1*s.* for it.

Would it be worth your while to pay the stamp, and to circulate them at your own expense?—It would be well worth our while to do it; it would cost us only about £300 a-year. In a calculation which I have made, I find that, upon the amount received from our own circulation, it would bring an increase to the Revenue of about 40 per cent.

You mentioned that you were generally a colonial agent, but that tea was your principal business; do you publish Prices current of sugar, or coffee, or any other articles?—That information is intended to be included if the proposed alteration be made; we purpose publishing gratis to our correspondents once a-month, giving a review of the transactions in the leading articles of colonial produce, so that it shall be a sort of general guide and standard of reference.

Those you send are entirely confined to tea?—Yes.

How do you circulate your prices of other articles, sugar, coffee, pimento, cinnamon, and so on?—By letter; we hand quarterly advices upon those articles.

If you had this free circulation of the Prices current, would it tend to diminish the number of letters?—On the contrary, I think it would occasion a vast increase; it is difficult to say to what extent, but I think there can be no question that the increase in the number of letters will be closely regulated by the increased number of Prices current circulars; for I do not presume that the benefits of the proposed alteration will be limited to such documents as our Prices current merely, but that the advantages will be extended to all papers recommending new inventions and improvements, in short, any printed documents of a limited weight, which the publishers think fit to go to the expense of stamping: such will be circulated to an immense extent, and of course in many instances there will be replies from the parties to whom they are sent.

The increase would come not from your letters which would be diminished, but from the replies which would be made?—Yes; but I am of opinion that the increased number of replies would far exceed the diminished number of letters, even in our own case, of an established correspondence.

Have you any correspondents abroad?—A few, but we have never sent circulars; we have one or two correspondents along the Mediterranean.

Do you export any tea there?—No; while the East India Company's monopoly existed, tea sold here at prices so much higher than those of the Continent, that England was excluded from those markets, which may probably command attention now.

You are a commission broker, do you buy stocks yourself?—Yes, sometimes.

Do you ever receive any Prices current from abroad?—Yes, we receive them continually from the Mediterranean houses, but the postage is so heavy we have desired not to have them.

Is that the foreign or the English postage?—That I cannot say.

Do you receive any Prices current from India or China?—Yes; and the Post-office regulations upon these are most vexatious. I have been compelled to reject Prices current from China; I was charged £1 odd for six Prices current; I rejected them, and sent one of my clerks to the Post-office; I could get no attention at first, but on my second application they returned them, on my paying a shilling for each Price current.

What is the last day on which you received a Price current from China?—By the 'Eliza Stewart' which arrived about twenty-one to thirty days since. I had none by the vessels which came in yesterday, I expect I shall have some by the 'Berwickshire' on Monday; I do not think that the Post-office insist on 4*s.* 9*d.* each Price current, but that they will usually take a less rate than they demand.

Is there any particular point to which you wish to call the attention of the Commissioners?—I mentioned that which I am satisfied has been mainly effected by the circulation of commercial information, the large increase in the consumption of tea; and I feel bound to state my conviction, from observation and inquiries I have made, that a similar increase might be effected in the consumption of many other articles, if some economical method were established, by which the venders could be put in possession of information that would enable them to go to market for the public on more favourable terms.

What is your system of communication with Liverpool—do you receive Prices current from Liverpool?—That I produce is a copy of the Price current circulated in Liverpool; there are only 1,200 of them published.

What number do you think of those could be circulated at twopence?—That the Liverpool people would be very glad to circulate 20,000. I receive that Price current by the post, and pay the postage; but many would reject the information at that charge.

Are there many persons who would pay twopence for it, if they could have it at that rate?—Yes!

Suppose there were a penny stamp, and there were a halfpenny or a penny paid for postage, would there be a very extensive circulation?—Yes, I am keeping that in view when I advance the hypothesis that there must be a tax imposed; the Government ought, in justice to themselves, to impose some small charge to be paid by the publisher, or the mail would be loaded with papers frequently of little or no benefit to trade; if the information is likely to be commercially advantageous, it will bear a tax of a penny or twopence.

It will occasion a great deal of extra weight on the mails?—Yes, but the extension of rail-

Examinations.

No. 18.
Mr. George Moffat,
4th April 1835.

roads in five years will make a great deal of difference in that respect, I apprehend; and the additional weight to each mail can scarcely exceed a few pounds.

Is there a Price current published at Bristol?—No.

Is there any at Manchester?—I cannot say.

Have you correspondents in Hull?—Yes; there is no Price current published there.

From your general knowledge of trade, do you think if these Prices current could be circulated at a moderate rate of postage, they would be printed at those large mercantile towns?—I think there can be no question of it; they would be all anxious that the stocks in their markets should be spread through the country, but the check is the charge for postage; no one will take them in at the expense of a shilling.

How often is the Liverpool Price current published?—Once a-week.

Have you letters of this sort printed at Liverpool with the prices lithographed?—There are many such, and if persons are largely engaged in cotton, they will receive them.

What is that paper before you?—This is Mr. Nicholson's paper containing precisely the same tea information as my own.

Why is this made a newspaper and the other not?—He would not be allowed to circulate it free, unless he received advertisements and put a stamp upon it. There is one point to which I would wish to call the attention of the Commissioners. It is supposed that the country is sufficiently supplied with information by the general Prices current which are printed, but I find, on inquiry, that an impression which always existed in my own mind, is confirmed, viz., that those documents are scarcely ever used. I learn from one of the most extensive news venders, that only about 2,200 copies are struck off altogether, of *all* the public Prices current; and the country traders do not take them because they say the information is too much generalised to be useful; we see rough quotations of tea from 2*s.* 10*d.* to 5*s.* 6*d.* a pound, but the quotations and descriptions are not given with that pointed accuracy which is observable in the Prices current of the various agency houses.

What is the class of persons of whom your correspondents consist—are they principally among the grocers, such as at Windsor and Guildford, and moderate-sized towns?—The grocers of all the market towns throughout the kingdom, both England and Scotland. On a rough calculation I made last night, I think I may very fairly say there would be an increase of revenue to the extent of £40,000 per annum, on those issuing from *London*; I have no question that the out-ports would each circulate Prices current extensively.

Do you take into consideration those that would come from Paris, or Hamburg, or Leghorn?—No; my information is so limited I would not give an opinion upon those. There is no doubt that in all articles of impost, the more information is circulated, the greater the consumption, bringing a corresponding increase to the Revenue: and placed as this country is at present, the least objectionable method of raising Revenue is by means of duties.

What would be the increased expense occasioned by the sorting and delivery, and so on?—Upon that I can give no detailed opinion; but, upon the present Post-office system, the increased expense can be but, trivial, while it is almost impossible to calculate the advantages which may result from the cheap circulation of commercial information: we perceive its beneficial operation in America, an earnest of how advantageously the system would work in this country. With this simple but mighty engine, how powerful an impetus may be given to our commerce, our social institutions, our public undertakings, whether national or local, improvements in harbours, roads, inland navigation, rail-roads, and every species of public enterprise which tends to the improvement of the country, and the advantageous employment of capital!

No. 18.

11th April, 1835.

Mr. *Thomas Isaac Dimsdale* was called in and examined as follows:

Examinations.

No. 18.
Mr. Thos. I. Dimsdale.
11th April 1835.

Where do you reside?—In the New Corn Exchange.

What is your particular business—are you a corn broker?—I am a corn broker and a publisher of the Prices current which have reference to that trade.

Have you one of your Prices current about you?—Yes.

[*It was handed up.*]

Is this a publication once or twice a-week?—Once a-week. That is published both stamped and unstamped; the unstamped edition is circulated on the Continent, and the stamped edition passes through the English Post-office free of postage.

Is the price of the circulation high?—Yes! the price of the circulation is high.

What is the price?—Nearly 1*s.* 6*d.*—it is three guineas per annum.

Then they are not used except by persons who subscribe for a certain length of time?—They may subscribe for a quarter of a year, but there are other individuals who occasionally purchase them, and they pay 1*s.* for the unstamped edition, and 1*s.* 6*d.* for the stamped edition.

What number of them do you sell?—Our circulation is under three hundred.

On what day is this published?—On Monday.

Is Monday the principal corn-market day?—It is.

But there are other corn-market days, are there not?—Yes; Wednesdays and Fridays.

Is there usually more variation in the prices on a Monday than on any other day?—The greatest extent of business is done on the Monday in London—it is frequently as much as the other two days together—double any one day.

127

Examinations.

No. 18.
Mr. Thos. I. Dimsdale.
11th April 1835.

But the sending of this is no cheaper than sending a letter to that distance in the country, is it?—Yes, it is considerably cheaper, because if we were to send it to Ireland in the ordinary way unstamped by the post, the postage would amount to 1*s.* 3*d.* or 1*s.* 4*d.*, whereas by stamping it first, a man receives it for fourpence, the newspaper stamp being only fourpence. But I apprehend that if we were enabled to transmit them through the Post-office without the expense of postage that attaches to ordinary letters, our circulation would probably quadruple or quintuple, or even perhaps more than that.

But they go without postage now when they have stamps, do they not?—Yes they do.

Then do you mean that they should be sent without stamps, and without postage too?—I mean the cost of stamps or postage should be reduced, so as not to make it an object to the party receiving it.

Assuming the stamp to be half its present amount, how would that operate?—That would hardly be sufficient reduction; probably if they could be transmitted at the expense of a penny, that might do, because it would then answer my purpose to publish them at one-third of their present cost.

Supposing you were to publish one-half of this—a half-sheet twice a-week—should you increase your number under those circumstances?—I apprehend I should not, because I think that persons would prefer the complete information at once; but they might possibly be induced to receive a publication twice a-week, instead of once a-week, if they could have two publications or three publications for the price they at present pay for one. I have a foreign circulation, which foreign circulation, my agent informs me, would very materially increase, if I could transmit it at a less expense than I now do.

Where is that—is it in the north of Europe?—Entirely so.

Where is it sent to?—It is sent first to Hamburg, and then transmitted to the other parts of the north of Europe.

How are they sent to Hamburg?—They are sent in the packet—the Steam-Navigation Company takes it—it is the unstamped edition.

Are they ever re-printed at Hamburg?—No they are not. I apprehend, with reference to trade generally, that if the merchants had the facility of transmitting their Prices current which have reference to all articles of general merchandize, at a small expense of a penny, or twopence, or threepence per letter, that an immense number would then be sent through the Post-office beyond the present number; in fact, I can hardly calculate what the increase would be; perhaps it would be twenty or thirty, or even forty fold what it now is.

Do you imagine that if such Prices current were transmitted at a low rate of postage, that it would diminish the number of letters sent by the merchants to their correspondents?—It probably would, in a slight degree, but that diminution would bear no proportion to the increase the other way.

Do you conceive that there is a desire and an appetite in the public for Prices current in the state of the markets generally?—Yes I do, if they could receive them at a small cost. To a man in a large way of business, that species of information is extremely valuable, because business at present is conducted on the principle of large operations and small profits, and therefore the nicest fluctuation in the market becomes of consequence.

What in your opinion would be the consequence, if accurate information as to the state of the markets were transmitted at a low rate—would it produce consumption or speculation in the different articles?—I don't know that it would produce consumption, but it would regulate merchant's operations and increase trade.

But it would increase the demand, if it did not increase the consumption, would it not?—It would frequently cause the demand to change from one place to another; there would be a demand at places where at present no demand exists. It could not alter the total relation the quantity of the article bears to the consumption.

But it would probably produce industry, and industry produces demand and consumption?—It would give activity to trade certainly, and that would produce industry.

It would quicken the operations of trade, would it not?—Undoubtedly it would.

Did you say what number you printed?—I think our circulation is under 300.

Are you concerned in any other Prices current?—No, I am not.

Is your business solely confined to the corn trade?—It is entirely confined to corn, seeds, and flour.

Your business is done by a commission which you receive, is it not? you do not buy on your own account?—My principal business is commission, but I do some on my own account. I have been largely concerned as a merchant in corn, and also in other articles. I can hardly conceive a question can possibly arise as to the utility and popularity of a reduction in the present postage duties in reference to Prices current.

What course would you recommend, in order to give Prices current a free circulation at a reduced price, a lower rate of postage or a small stamp?—I do not imagine it would make any difference in what way, whether as a stamp, or whether at a small rate of postage; it is the amount of duty is the question. In the case of a stamp, in all probability, the duty would be paid by the sender, and in the case of a small postage the duty would be paid by the receiver.

Are there any towns in the country that publish similar lists of this sort where there are corn markets, such as the great towns of Liverpool and Bristol?—For the sake of transmitting their information free of postage there are two or three houses at Liverpool that furnish information of the markets to certain newspapers, and I believe it is understood that they have an interest in the proprietorship of such newspapers.

Do you know whether Prices current of the state of the markets are sent thus in news-

Examinations.

No. 18.
Mr. Thos. I. Dimsdale,
11th April 1835.

papers from any of the other large towns?—Only from Liverpool. There may be other towns that publish them, but I am not aware of their existence.

What postage do they pay?—The price of the newspaper, the fourpenny stamp.

Then it is put upon a stamp?—Yes; and the postage from Liverpool being eleven pence or a shilling, the difference is saved.

Then it comes postage free like other newspapers?—Exactly so.

Are there many of those newspapers taken in London?—No, not in London; their principal circulation from Liverpool, as you must be aware, will be those places with which Liverpool stands in connection, such as Ireland and Scotland.

Are there not many persons in the same business as yourself in or about the south of England?—Yes, there are.

Do they take in the newspaper to inform them of the state of the markets?—Some do, and there would be a great many more taken in if it were not for the expense.

So that in your opinion the expense upon the communication between the large trading towns is an impediment to the knowledge and information of what passes there?—Undoubtedly it is. Probably a country merchant would take in ten Prices current where he now takes in only one, if he could do so at a small expense; because if a man at the expense of (we will suppose, for instance) one shilling, or one shilling and sixpence a-week, could receive ten Prices current, it certainly would not be an object to him, and he would, in all probability, do it.

Then you think that if the expenses were reduced, he would have his Prices current from Glasgow, from Liverpool, and other towns, as well as foreign Prices current?—Exactly so.

If you send a parcel by the steam-boat, would not the lowering of the Prices current from abroad affect you in any way?—It would in this way:—I have now a limited circulation, and therefore I must rely upon the amount of the subscriptions to remunerate me, but if I could make a great reduction in the price it would induce a very much larger circulation, and I should be enabled to sell more, both at home and abroad, than at present. For instance, if I could circulate 3,000 instead of 300, the extent of the circulation, at a reduced price, would remunerate me better than the present sale.

What number do you send to Hamburg?—About 40.

You cannot send them cheaper than your present mode of conveyance by the packet, can you?—No, I cannot.

Then from Hamburg they send them to other parts by post, do they?—Yes.

What postage do they charge from Hamburg?—I have not received the account current from my agent yet, but it is a very small sum.

Do you receive Prices current from Dantzic, Rostock, and Amsterdam?—I do not, because my agent receives the advices, consolidates them, and transmits them to me under one postage.

If you could receive the Prices current from those large corn markets in Europe at a small expense, you would be very glad to do it, would you not?—Most undoubtedly I should.

Do you think that the trade generally would take them?—They would whenever there was any trade passing. At present the corn trade is perhaps most singularly situated, because the excess of production of most descriptions of grain in this country for the last two years has rendered foreign aid unnecessary; but in the event of a falling off in the growth, or an indifferent crop, then the foreign corn trade becomes one of the most important branches of our commerce. The position of the corn trade at this precise moment is no fair criterion for the general trade, or for the corn trade in other seasons.

Do you send your Prices current to France?—There is but little business passing between France and England in corn; because we are both large consuming countries.

Upon what grounds do you suppose that your circulation could be extended from 300 to 3,000?—Because a great many men would be very glad to receive an account of the London market, in order to govern their own operations, if they could receive that account at a small expense, who now do not take it in on account of the heavy cost of the publication.

Is it possible that it could be reduced to such an expense as that it would remunerate you and pay the Government for the carriage?—I think it could; because, supposing I had a circulation of 1,000 to 2,000, at about one-fourth the present price, (say 15*s.* per annum,) I should receive (even if I paid the Govenrment one penny each duty) 10*s.* per annum net, for every paper, or £500 to £1,000 per annum, besides the carriage of the parcel, which the Government would have, and that would answer my purpose better than the present circulation.

What other countries do you forward your Prices current to, do you to Denmark?—To Denmark, to Prussia, Germany, Holland, the Netherlands, Belgium, Poland, Russia, and, occasionally, to the Mediterranean ports.

Is there any large corn market in the Mediterranean?—There is, Leghorn and Odessa; which last is not exactly in the Mediterranean, but connected with the Mediterranean trade.

Is Malta any corn market?—It is a place of depôt, but not a large market. It is admirably situated for a depôt. At present Leghorn is the largest depôt, I believe, in the Mediterranean.

It is entirely a free port, is it not?—It is now. In fact, Leghorn was carrying away the trade so fast from the other Mediteranean ports, that they have been obliged to abate their restrictions. I see also, in my late advices, that mention is made of very important alterations at Genoa and Trieste.

What alterations have there taken place at Genoa?—I cannot remember sufficiently of them to state with accuracy.

Examinations.

No. 18.
Mr. Thos. I. Dimsdale,
11th April, 1835.

Do you take in the general Price current?—I receive it, under cover, from a house here; they receive the letter, and print it here.

What do you mean by under cover?—They receive the letter, and reprint here. Now I should very greatly prefer to have advices direct, because, as it will easily be perceived, great importance attaches to having information; thus, for instance, if you give an order to Genoa, or any other distant port, and your reply to that order, or the information that is to regulate your conduct or instructions in respect to it, comes, under the cover of a letter, to a house here, that house immediately becomes privy to your operations, and it may have an interest opposed to yours, and thus the London correspondents of the house there may completely destroy the success of your speculation, and put the profits into their own pockets instead of yours.

You mean they would have the preference of you in any operation you wished to effect?—Undoubtedly: I have known the thing carried thus far; though I have not been able to prove it, yet I am certain of the fact. I have transmitted a large order to purchase at a distant port, and I have reason to believe, from my other letters, that that order has been executed. The reply has been sent, under cover, to the London agent here who knew that our market had taken a serious turn; the advance has been 50, 60, or, perhaps, 70 per cent. upon the article in the third or fourth week between the sending of the order and receipt of the reply. The agent has come to me with a grave face, and said, "I am extremely sorry, my letters to-day say that my friends abroad regret that your limits have not been sufficient to enable them to execute your order." You understand the market HERE has altered, and he is quite aware, from that circumstance, of the advantage of the purchase, whereas the house abroad could not, when they replied to the order, have been aware of that fact. The consequence has been, that the article I purchased, they have appropriated to their own account, instead of giving me the benefit of it, which I should otherwise have had.

Is this applicable to the corn trade chiefly, or is it general?—I only speak of what comes under my own knowledge. It might of course be applied to any other article, but it now particularly applies to the corn trade, because the fluctuations are so sudden in the corn trade that it will of course affect that more. I have known a cargo of corn bought at one price, shipped immediately, and sold again here at exactly double.

You don't mean on the same day, do you?—No; I have bought a cargo of corn at Dantzic, and have sold it on the arrival of the ship here, a few weeks afterwards, for double what I bought it for.

A shower of rain, at some period of the season, will make a difference, will it not?—Yes; and I have known a wet day to make a difference of 5*s.* or even 10*s.* per quarter.

You say that persons object to paying the shilling for the postage of the Prices current, yet I think the result of your opinion is, that they would pay a shilling for the Prices current from various quarters of Europe, that is to say, from Genoa, and Dantzic, and Leghorn; if they had a variety of information, then, they would not object to pay for it?—Undoubtedly they would not.

You consider they do not estimate that the actual Prices current for London alone are worth that sum?—Exactly so.

Do you put in your Prices current the prices in Dantzic and the Mediterranean?—Yes; but at present there is so little passing in foreign countries that it is not thought of much consequence.

Is not Guernsey a good criterion for the markets of Europe?—I should apprehend not.

It is a free open port, is it not?—Yes; but it does not exercise any control upon the markets.

But if it does not exercise a control, is it not a criterion of the price?—No, I do not think it is, because I think it is affected by local as well as other circumstances.

Is there any suggestion you would wish to make to the Commissioners?—Only this, that I have not the slightest doubt that a concession on the part of Government, that would enable us to transmit Prices current at a small rate of postage, or with a small stamp duty, would be a great boon to the merchants, and it would be a great improvement on the present mode, and give an important facility to trade.

Some portion of the trade would be jealous of good information being too general, would it not?—There are some persons with those narrow views, but they bear no proportion to the aggregate number.

No. 19.

11th April 1835.

Joshua Bates, Esq. was called in and examined as follows:

No. 19.
Mr. Joshua Bates,
11th April 1835.

You are in the house of Baring, Brothers, and Company, are you not?—I am.

Then you have a pretty general knowledge of the commercial transactions of the world?—We have a pretty extensive correspondence certainly.

Do you think that it would be beneficial to trade if a quick and ready correspondence as to the state of the markets, and the Prices current, could be obtained at a cheaper rate than at present?—I think it would be beneficial to trade, and from conversing with one or two persons connected in trade with the interior of the kingdom, I should say it would be very convenient to those branches of trade.

Your house has a very extensive correspondence has it not?—We have an extensive corre-

Examinations.

No. 19.
Mr. Joshua Bates,
11th April 1835.

spondence, but our correspondence with the interior of this country is chiefly banking business. That class of merchants who would be chiefly benefited, or who would find it convenient to have this arrangement, are those whose business it is to supply the interior of the country with the different descriptions of merchandize; it is of more importance in my opinion to the internal trade than to the external trade.

Would it not be advantageous to have the state of other branches of trade, in order that those who are dealers in colonial and foreign produce may know the state of the markets in commercial towns, both in Europe and elsewhere?—It would be advantageous undoubtedly, but there are but few great markets to which persons dealing in a large way would look. But the class to which I have referred, for example, a Bordeaux wine merchant, sends out perhaps two or three thousand circulars at different periods of the year,—first with regard to the result of the crop or the productiveness of the vines, then with regard to the quality of his wines of different countries, and their prices; at the present moment I believe he is in the habit of making those circulars up into parcels and sending them to the large cities, and when there they are distributed by a friend.

Are you speaking of England now?—Yes I am.

Now with respect to foreign countries, suppose a merchant writes from abroad a letter to this country, is that as cheap as if he were to send a Price current?—Precisely so.

The more immediate point to which the Commissioners wish to draw your attention is this—whether, if there were the same freedom with respect to the circulation of the Prices current in this country as exists in France, that alteration of the law would not be beneficial to trade?—If it were to apply to inland business I think it would, but I do not think it would be any advantage to be subject to an inundation of foreign Prices current. The number that is issued on the Continent is incredible, and even lottery tickets, and every description of property to be advertised for sale, is so advertised by means of these circulars, and that is because they can travel with but little expense; but so far as the revenue of the Post-office of France, for example, is concerned, I have no doubt that that is greatly benefited by it; but if we are to be subjected to having them thrown in upon us from abroad at a very moderate charge it would be a very great inconvenience, for few of them would be relied on, and it is a general rule with merchants who issue a periodical printed Price current to confine its circulation to his own correspondents; it is printed for convenience, and intended to supply the place of a written communication. The mass of printed statements and advices which circulate on the Continent are mere advertisements.

Would there not be some abroad upon which you could depend?—There would be some no doubt, but the effect of it would be inconsiderable, because a wine establishment in Bordeaux has its agent here, and they make up the state of their market or the state of their vintage, and send it to their agent in London to be printed here; if the agents in this country could have the convenience, at a moderate postage, of distributing them over this country it would unquestionably be very beneficial to trade.

Then applying that observation with respect to Bordeaux to other places, and directing your attention to other matters of merchandise here, such as corn, which comes from Dantzic and Amsterdam,—if corn could be imported, would not there be a great advantage if a facility were given to the circulation of these Prices current?—That is all done in the same way as the wine at Bordeaux. There is an agent here to whom the prices are transmitted, and the printing is generally done here; you can buy corn at Dantzic here in London, because it is the practice for every considerable house on the Continent to have an agent resident in London.

Now with respect to the colonial produce, if the Prices current could go from this country into Germany and elsewhere, would not that bring an advantage to trade?—That might be advantageous: to let printed Prices current and circulars go out at a small charge, more particularly as this country is becoming more and more every year the grand depôt and centre of the commerce of the world; but I doubt the advantage of allowing foreign circulars and Prices current to come in at a moderate charge. All Prices current that are sent forth as advertisements are wanting in precision, and cannot be relied on, owing to the great variation in the quality of almost all kinds of merchandise.

Could it not be mentioned in the Price current the variation that there is in the price?—Suppose it were mentioned that there is a variation in an article of from 60 to 66, would not that be a means by which correspondents would infer that there were different qualities?—That is very true; the quotation "from and to," would perhaps do very well for the highest and the lowest, but then there is generally a very wide difference between the highest and the lowest, and all the intermediate qualities would be imperfectly quoted, excepting in some articles which can be described.

There is a general desire among all correspondents to know the state of the markets in all great markets, is there not?—Undoubtedly there is.

Do the merchants in their letters describe the different qualities of the articles?—Yes they do describe them, but it is in a different way.

In what manner do you receive the prices of the markets?—There are certain houses who print the Prices current weekly on the continent, and some who print them half weekly, others monthly, and others again give written advices in their letters.

Do those prices come to you in letters?—In letters.

Do you not find the scale upon which the postage in this country is regulated rather burthensome to you?—The postage is certainly high, and, in some particulars, I should say, higher than it need be. With respect to the ship letters, I think that the additional sum put upon ship letters is unnecessarily high; but, in opposition to my opinion, it may be observed that a great portion of the letters passing to and from the Continent to America, the East and West Indies, and Brazil, do come through England notwithstanding.

You mean that England has more ship communication than other countries, do you?—Yes; there is a more direct communication with England, and it is found to be the most rapid and safe channel of communication.

You say the charge upon ship letters in this country is unnecessarily high; now with respect to other countries or cities of commercial importance, say for instance, Hamburg, or Amsterdam, are their regulations upon a cheaper scale than ours?—I cannot speak from my own knowledge.

How is it in America?—In America the charge is six cents upon a letter, in addition to the ordinary postage, six cents being about threepence.

The ship letters are but threepence, and then there is the inland postage?—A single letter from America, at Liverpool, is 1*s.* 7*d.*, that is, 11*d.* and 8*d.* for the ship charge.

Do you generally send to America by the ordinary conveyance for ship letters, or by the packet?—We send by the packets.

By the American packet you mean?—Yes.

Do you correspond with Falmouth, or the American packet at Liverpool?—Never by Falmouth to the United States.

The American packets are both punctual and fast, are they?—They are more punctual, and they sail faster.

They sail every week, do they not?—Yes.

The Falmouth packet goes only once a month does it?—Yes, and it sails slower, and there is very great uncertainty as to the time of its arrival out.

Do you pay the inland postage in your letters to Liverpool?—No, we do not; we send them by a box, which is by some thought to be illegal, but I believe it is not so; however it would make no difference to the Post-office. I think that we send our letters in that way because a good portion of those letters have already paid the foreign postage from the Continent, so that the Post-office has already got a very great revenue upon them. But I am inclined to think that, unless the postage inward were reduced, it would be impossible to collect the postage outward; the charge would be too heavy. You certainly might make a law for that purpose, but then means would be found to evade it, if it were a high postage outward with the present postage inward.

Does there not exist a high postage outward to Calais, or to Hamburg, or elsewhere?—Yes, there does, and for that reason I have no doubt that the correspondence is diminished materially. I am very confident that a great portion of the letters that are sent to this country from the Continent, to be forwarded by the packets, would not be sent if it were not for the circumstance that they go from London to Liverpool free of charge. There is nothing in the law which prevents a person moving a letter from one part of the country to another, if directed to any person out of it, and it is on that ground that the right is claimed.

Our attention is directed to this Inquiry, and we wish to have your opinion, as a person of experience and knowledge in these matters, more particularly as to the circulation at a small rate of postage, both for England and the Continent, of Prices current, whether that would not be desired by the public, and whether it would not give all concerns which had a report of those prices, a stimulus?—I think it would be an advantage to the country certainly, to have the means of conveying Prices current at a moderate charge, and it would be productive of a considerable increase of letter postage undoubtedly; because, although a Price current so sent may be useful as an advertisement, a correspondence by letter will be requisite to found any transaction of business upon it.

Do you think it would generate correspondence?—Yes, I do. A gentleman with whom I conversed lately, said, he calculated that he saved about £50 a-year, by forwarding these Prices current to Glasgow and different places, where they were distributed to his correspondents without the intervention of the Post-office.

Do you not observe that generally abroad, in France and Germany, where they are sent at a small rate of postage, the numbers are very great?—Yes, and that is what makes me fear the consequences, should they be admitted on this side.

But the numbers would not extend so much, unless they were to be found to answer so well in increasing the transactions?—After a time I have no doubt they would diminish till they naturally found their level, but at first I fear that the mails would be overloaded with them, and the principal merchants would not receive them, even at a low charge; the dead-letter office would soon be crowded with them: time is too valuable here to be wasted in reading advertisements, except by those to whose interests the circular may have reference. Foreigners would address them indiscriminately, and thus waste time.

But there is still a readiness to do more business in this country if an opening were afforded, is there not?—That is very true, but the names that are known abroad are few, and generally those are the persons whose time is most occupied. It is incredible what a change has been effected within a few years, by the system of packets sailing to America once a-week; it doubles or nearly trebles the labour of conducting our business, from the necessity of writing by every packet.

Does it increase the business in the same proportion?—I do not attribute the increase to the packets; the business has increased no doubt from various general causes.

The facility of communication with quickness and economy will create more industry, and consequently more demand and consumption will it not?—I have no doubt that it will quicken industry and cause a greater competition, among merchants, whose business will be better attended to from the necessity of almost constant attention to their correspondence, where there is such competition as with packets that sail every week.

Are you aware that a great many Prices current go abroad privately?—I have no doubt they do.

Examinations.

No. 19.
Mr, Joshua Bates,
11th April 1835.

From your knowledge of America, can you inform the Commissioners whether the Prices current go there at a very small rate?—They do; we issue a Price current monthly, and we have been notified from America, that if we fold them in a particular way they would only be subject to a postage of one cent.; but we should not send them in the way they suggested, because our circulars being intended for our own correspondents only, we do not desire any one else to read them, and therefore we do not in fact circulate them in that way in America.

But their own stock between New York and Boston and elsewhere, they circulate very extensively at a small rate, do they not?—Yes, they do.

Do you not think that generally to persons in a moderate line of business and trade, it would be very welcome to the country if this could be done?—I think it would, but probably the merchants, on a large scale, might think it not of much importance, yet I think those by whom the great bulk of the business of the country is done, trade on a small scale, and they would find it a great convenience.

The objection raised by the Post-office is that it would prevent letters being written; what is your opinion as to that?—I think in no instance would it prevent letters being written.

From Trieste and Vienna and Leghorn, do you receive letters or Prices current, or a plain sheet joined with the two?—Letters.

Are there not a considerable number of houses in England, more particularly in London and Liverpool, that would take Prices current if they came alone?—Undoubtedly they would.

But you do not know of any other objection beyond the personal annoyance of some houses having a few more than they want?—I see no other objection, than that because merchants could, and probably would, refuse all printed Prices current I think the Commissioners well observe, that printed letters and Prices current should be divided into two classes. One class where they are addressed to every one, whether known or unknown to the author of the circular (these I denominate advertisements); the other class is where merchants, from the number of their correspondents, finding it impossible to convey to each a written statement of the market by the same packet or post, are compelled to resort to printing; and this class of circulars partakes more of the character of written letters, and would not be sent in greater numbers were the postage less.

No. 20.

Monday the 13th day of April 1835.

Mr. *George Byrom Whittaker* was called in and examined as follows:

No. 20.
Mr. G.B.Whittaker,
11th April 1835.

You are a bookseller and publisher in an extensive way of business in the city of London, are you not?—I am.

What is it you principally publish?—All descriptions of books.

What is your mode of advertising and of sending information into the country of your new publications and new editions, or other books that you have to dispose of?—I send them by those lists in parcels for them to distribute.

Do you send them by the coaches?—Yes, the parcels go by the coaches.

What is the rate of payment to the coaches for taking a parcel?—It is so much a pound. I believe the large booksellers in the country contract for their parcels, because they are very eavy, weighing, I think, frequently a hundred weight.

Those parcels are the books?—Yes; but it is with the parcels of books that these lists go.

Do you ever send by the coach parcels solely made up of papers of this description?—No.

It is too expensive, is it?—Yes; we send them enclosed to the bookseller, and he distributes them to other booksellers in the town, and they send them to their correspondents and other booksellers in the vicinity of those towns.

Would it be any advantage to you if you could send at a small postage such papers as are sent about the Continent by Galignani?—I think it would, decidedly; and also we should be able to send proof sheets of works printed, which we now send in a variety of ways: some go by the post, but not one in 500 goes by the post now, which would go if there were a small price charged for the sheets, because the authors living in the country it would be the most desirable way of sending them.

What do you suppose is the average weight of a sheet of printing paper?—Half an ounce, perhaps.

What could the booksellers afford to pay postage an ounce for a proof sheet?—I can scarcely say what they could afford to pay.

Would there not be some precaution necessary in order to guard against writing inside?—I should recommend that the proof sheets should go open at the top, and that there should be no wafer at all.

Would not that expose a new work to inspection and render it liable to be pirated?—No, I should think not; we would risk that through the Post-office.

Could the booksellers afford to pay twopence or threepence for that?—Twopence I should say they could.

Do you think that your trade would take considerable advantage if they had the opportunity of that mode of submitting the proof sheets to the author?—Yes, I do, and I will tell you why: if we have engaged for a work in the country, 300 or 400 miles from town, during the progress of the printing of that work I agree to give the author so much, and I generally contrive to make him find some man in London to read the proof sheets, in order to save the expense of postage up and down; in fact, we make it almost an invariable rule to do that.

Do you know what is the practice in other countries with respect to proof sheets; are they

allowed to go so in France?—I don't know what the practice is in France; I rather think they go through the Post-office, but I cannot speak from any positive knowledge that I have.

Would you print such things as this upon thinner paper to be distributed about the country to answer the purpose of advertisements?—Yes.

Do you think that that would be beneficial to the trade?—I should say it would most decidedly, because, in the present state of things, if we send 50 of those to a country bookseller, probably he would not send them to the gentlemen or the schoolmasters in the neighbourhood, but would let them lie and get wasted; whereas, could we send them, through the Post-office, direct to the parties who were likely to be the purchasers of books, such as book societies, schoolmasters, and so on, I should think it would be decidedly an advantage.

What charge do you suppose that would bear?—We could not afford more than twopence. I have been thinking of it, and I think we could pay that; for this reason, because when we print we should be able to do with fewer, and we should then know that they would go direct to the parties, and therefore they would have more effect than they do now, by leaving it to a third party to deliver them.

Are you concerned in any way with Mr. Longman?—No, I am not. Longman's house and our house are the two principal houses; we do nearly all the country trade that is done; we have two travellers out and sometimes three.

There are not many publishers in London, are there?—There are not more than ten or a dozen publishers of new works, though there are a great many persons who pirate our books afterwards, that is, after the copyright is out; but we don't call them publishers.

But still they are persons who would avail themselves of this mode of sending their lists and sheets?—Yes; of course we could not confine it; it must be thrown open to all.

It would necessarily make a very extensive circulation, would it not?—I think it would, and that great advantage would be taken of it; but of course this is only the opinion of an individual.

Would it not very much increase the weight that the mails would have to carry?—It would add some weight to the mails, no doubt.

Do you think that twopence a-list would be a remunerating price to the mail?—I should think so.

Would it not affect advertisements in the newspapers very much?—No, I do not think it would, because we must advertise to a certain extent in the newspapers, although we publish these lists as well; and the reason is, there are many persons who would like to buy the books whom we know nothing of, and consequently could not send our lists to, who would see them in the newspapers.

How would that be with respect to correspondence; would the number of letters written by the trade diminish?—Not in the least.

Would it increase them?—I think it would, because many persons when they see these lists in the country, would write up to town for information.

Or to give orders?—Yes.

Do you send your works into the colonies or any foreign countries; or have you any communication with them?—We have very little communication with foreign countries, and in America we can do nothing at all, because the duty is so great.

Do you do anything with our own colonies?—Yes, we do a good deal with them; but it is not direct from ourselves, it is through the merchants.

You have no correspondents in Jamaica, have you?—We have a correspondence there, but it is done through the merchants here; we make ourselves secure on this side of the water.

Then you don't send these lists at all to the West Indies?—Yes, we do, in parcels always; we take every opportunity of sending them in parcels; we also send to Malta and other places.

But you never send by post?—Never.

Could you afford to send them to Malta at a small postage of twopence or threepence?—Yes, we could afford to send them to any place at a small postage.

Then you think the public revenue would be sufficiently secured by opening the ends?—Yes.

Is there any difficulty or apprehension that your works would be pirated if you were to send your proof sheets open at the ends?—No, I do not think there is.

You think there would not be much danger of that?—No, because a person could not by that means get hold of the whole work; and we in some measure anticipate that, by sending, prior to the publication, a portion to the "Athenæum," and the "Literary Gazette," and the weekly periodicals.

Sometimes it occurs to you that you send more than one proof sheet at a time, does it not?—Sometimes, but then they ought to go in distinct proof sheets, and no advantage should be taken by sending three proof sheets in one.

You mean you would charge the rate of three for it?—Yes.

That is, suppose the charge were to be twopence for an ounce, then if it were three ounces the charge would be sixpence?—Yes; and we must print them accordingly upon thin paper.

Do you think that if you were allowed to send them by the post at twopence a-piece, that it would amount to many thousands a-year with you and the other booksellers?—I think it would.

Would not all the booksellers as well as the publishers take advantage of it?—I should think they would, and also the second-hand booksellers would take advantage of it; they would, after an evening sale, send out their lists, and I should also think that the auctioneers would take advantage of it.

Examinations.

No. 21.
Mr. Matt. Uzielli,
16th April 1835.

No. 21.

16th April 1835.

Mr. *Matthew Uzielli* was called in, and examined as follows:

Are you in the house of Devaux?—I am his partner.

What is your branch of business?—Commission merchants.

Have you extensive correspondence with the Continent?—Particularly with France.

Have the goodness to inform the Commissioners the system adopted by the French Post-office, as to the circulation of Prices current and of news letters?—They generally send them stamped; I have brought one with me (*producing the same*); it is stamped at the Government office, and then taken to the Post-office with a paper round it.

What stamp duty is paid?—Five centimes, about equal to a halfpenny; and the postage ten centimes, about three-halfpence.

Are a great number of those circulated through France?—A very great number, and through Belgium too. It is very inconvenient to us in England to be obliged to pay 2*s.* 4*d.*, and three-halfpence in France.

2*s.* 4*d.* for what distance?—In consequence of having a band upon it, it is considered at the Post-office as double; and we frequently refuse them, and they are sent back.

The paper you produce is not a Price current, but a notification of a change of firm?—That is a news letter; another is the alteration of the market price of brandy at Bordeaux [*producing the same*].

What is that termed in common parlance?—Circulaire en France; it is inconvenient to put a band round them.

Could not you instruct your correspondent to take off the band, and then it could come as a single letter?—They will not receive it in the French Post-office without a band; it would facilitate business if we had something of the same kind in this country.

Have you a very extensive correspondence in England?—Not much in England; we correspond with Liverpool and Manchester, and other towns, principally on French account.

With regard to the circulation of these in France, have you any estimate of the number which proceed from Paris?—It is incredible the number.

Is it 20,000 a-day?—At least; the least alteration in grain, in wine, or brandy, or any branch of French commerce, there is always a circular made.

Do you think it is injurious to the Revenue in preventing letters being written?—I think in some cases it is; because there is a letter there giving the alteration in the price of brandy, a short circular which they get stamped, and send it free almost.

Do you think the larger circulation of Prices current is equal in value to the limited number of letters which would be written?—I think it would injure the Revenue: I think if any plan was adopted in this country, they should be strictly circulars, not printed letters.

What is the postage of a letter from Paris to Bordeaux?—Eighty centimes, about 8*d.*

What is the distance?—One hundred and twenty leagues; they go in 44 hours.

Is there a scale by 20 leagues?—No, there are rates, but I do not know that it is by a scale.

The postage is on a much higher scale in this country than in France?—Yes; the French merchants cannot understand how we make out the postage so large, and they cannot make it out when we tell them that if they put a small piece of paper into the letter it is double; they will not believe it.

Do you think it would be beneficial to trade if the same system were adopted for the transmission of Prices current in this country, without extending it to circulars and alterations of partnership?—Yes; I would not recommend the extending it to that; it should be strictly Prices current, the prices of goods; there would be more trade between England and France. The French Government are seriously taking into consideration the admission of some English goods; and if the Manchester people could have the advantage of circulating such things in France, it would be very advantageous.

Do you suppose that Prices current are made up and sent privately?—Yes, they send them by boats now, and give 5*s.* to the stewards who take care of them.

Are they reprinted in France?—I think not.

Do you think many would come to this country from the manufacturing and wine districts of France?—A great number, which are prevented by the postage being 2*s.* 4*d.*

Have you a correspondent at Manchester?—Yes, we have many; we send out a Price current ourselves every three months; we find it very expensive.

Have you a communication with Hamburg?—No.

The expense diminishes the frequency of your correspondence?—Yes; we cannot correspond too often; if we had some means of getting the paper stamped, and sending it at twopence, threepence, or even sixpence, we should send once a-month.

Which do you think would be preferable, a low postage or a stamp?—A low postage I think would be most convenient, to save our having to resort to the Stamp-office as well as the Post-office.

Would not it, then, be difficult to prevent frauds?—They might be left open at the ends.

Does it occur in France that letters are written with invisible ink or a chemical preparation, only brought out by heat?—I am not aware of any; they would be sent to the galleys if it were found out.

Do you hear that there are frauds in the French Post-office by pricking or marking letters, or writing on the margin?—I have heard of their putting a letter inside a newspaper.

Examinations.

No. 21.
Mr. Matt. Uzielli,
16th April, 1835.

If English Prices current were sent to Paris, could they be stamped there?—They would allow them to be stamped there and circulated all through France.

In point of fact, is that done at all?—Yes, it is done; but there are very few go over, because the postage is so great: if they could be sent without so much expense of postage, there would be an immense number sent. In Belgium it is on the same principle as in France.

What is your business chiefly?—We do principally in silks and satins; all our business is on French account; we receive a great many dollars on French account.

You consider the foreign postage in general higher than is beneficial to trade?—It is a great deal too high.

Are you not charged double for the passage of the letters from Paris to Dover?—Yes.

You are charged for the French and the English steam-boat?—Yes; but the French steam-boat brings them to Dover; at Ostend, the English boat goes and fetches them.

You have to pay for a service which you do not make use of?—Yes; the French say they are our letters, and we deliver them to your coast; they are in our charge till they reach the English coast.

You are charged by the English Post-office 2*s.* 4*d.* for a double letter from Calais to London?—Yes; then there is a postage in France which we do not pay, that is franked by the writer in Paris.

The person who franks your letter at Paris pays for it to Dover?—Yes.

You pay sixpence for the passage from Calais to Dover?—Yes, and it is brought by the French boats. I do not think we ought to pay the English Post-office more than the postage from Dover; we paid last year £1,200 for the postage of French letters.

If you paid but sixpence for each letter, what would it reduce your postage?—I should think about a quarter.

Have you received Prices current from Italy?—No, they never come from Italy; I do not think they circulate them there; I never received one. I have paid 1*s.* 11*d.* for them.

Did you ever get one like that shown you from Naples?—No; I have got Prices current from Italy, but I have always paid the postage for them.

Do you receive any from China?—No, we have received them from the East Indies.

What are you charged for those?—They always come enclosed in a letter from Colvin and Co.

Do you think it would be beneficial or right to have the Prices current circulated at a small postage from our colonies and eastern possessions?—I think that would do a great deal of good, more especially with the Continent; that it would assist our manufacturers particularly at Manchester.

If you were met by an objection from the Post-office, saying that they think the Prices current would diminish the number of letters, what should you think of that objection?—I think they are wrong, we send over a Price current once a-week to Paris, but then we must write letters also,—we must say that we saw such a broker on 'Change, and he offered such and such goods; we should not have time after 'Change to get circulars printed, there must be letters written in addition to the Prices current.

Is there any suggestion you would make regarding postage?—I think about threepence would not be objected to, and that the Revenue would be considerable gainers by it; but the paying 2*s.* 4*d.* is out of the question; we should write just as many letters to our correspondents, and should send them Prices current extra: I speak of my own house.

You would confine it strictly to Prices current?—Yes, and circulars, giving only the prices of goods, I think should be circulated as Prices current, and that we should pay more in postage in consequence.

No. 22.

16th April, 1835.

Mr. *Samuel Johnson* was examined as follows:

No. 22.
Mr. Sam. Johnson,
16th April, 1835.

What office do you hold in the Post-office?—I am second president of the Inland office.

Next in authority to Mr. Stow?—Next but one; Mr. Watts is between Mr. Stow and me.

You have been a considerable time in the Post-office?—I am in my fortieth year.

Supposing it were thought advisable to circulate Prices current through the Post-office, subject to a small stamp duty, or at three-halfpence or twopence postage, what do you think would be the effect of that?—I can only say that, as regards the duty, we are so pressed for time that any considerable addition in any way would almost impede our operations. We work against time, and everything is fitted in in such a way as to bring the letters to the Post-office at the last possible moment. Generally, the public has the extreme possible time, and it is difficult, on Saturdays and Mondays, at present, to dispatch the mails by eight o'clock; therefore we certainly look with some degree of anxiety at any increase of duty thrown upon the department.

What is the number of letters on a Saturday and Monday?—The average of the whole week is about 36,000 outwards.

Can you state the number last Saturday?—I cannot.

What is the number on a Monday?—Inwards, about 60,000.

How many outwards?—Sometimes upwards of 50,000, usually from 42,000 to 45,000.

How many sorters have you employed on a Monday?—It is difficult to answer that ques-

Examinations.

No. 22.
Mr. Sam. Johnson,
16th April 1835.

tion. The sorters are not employed the whole of the evening in sorting the letters; there are a great many engaged only partially, being occupied in other portions of the duty at other times.

Can you tell how many more sorters you have on a Monday than on other evenings?—I think we have about six more on the Monday than on other evenings.

If you had 6,000 more letters, how many additional hands would that require?—It is not so much the addition of the letters as the difficulty of disposing of them within a certain time. We stand so crowded already at many of the divisions, that we could hardly put in the assistance of a third person without interruption to the putting the letters into the different boxes, which would endanger their being disposed of correctly.

Is that inconvenience felt on the newspaper side?—Yes, I think it is considerably. The newspaper office is separate, and entirely distinct from the Inland department. The whole of the newspapers are disposed of there, sorted, and put into the bags, and those bags, at a quarter or twenty minutes before eight, are brought into the Inland office, for the letters to put into them, and to be given into the custody of the guards.

In laying out the newspapers on the table, which is first done face up, could not Prices current, if amongst those newspapers, be selected and thrown to another table for other persons to arrange them in the same manner that the newspapers are arranged?—They would be put on one side certainly, but then they must be examined, and it would occupy a considerable portion of time. I hardly know what constitutes a list of Prices current.

That might be settled by the Legislature, supposing it is confined to half an ounce, a newspaper averaging about an ounce?—They average about an ounce and a quarter, but there are double papers that weigh above two ounces.

If the Commissioners think that they have got a latitude beyond the law by putting two ounces under one stamp, if the Legislature should think that Prices current, weighing under half an ounce, should be allowed to be sent under a small stamp, what increased force would it require at the Post-office to give them a circulation to the extent required?—That would in a great measure depend upon the number that was sent.

Suppose the number to be from seven to ten thousand a-day?—It would be a very difficult matter, within our limitation of time, to get through such an accumulation as that. If there were a twopenny stamp, or three-halfpenny stamp on the list, so as not to render it subject to postage, that would simplify it; but if it bears a stamp, it must be examined. It would be decidedly preferable, if they were allowed to go free under any circumstances, that it should be by the means of a stamp, because they could be treated as newspapers, with the exception of their undergoing rigid examination. I beg to point out that the difference between a newsvender and a mercantile house is this. The newsvender sends the paper, and the reference for payment is in London, and he frequently knows nothing of the gentleman to whom the paper is addressed; but with a manufacturing or commercial house it is different; they have an account with their country correspondent, and might be induced to make use of the Prices current to insert some little information, which might be otherwise the subject of a letter.

Would not many be sent by news-venders as well as by merchants?—I cannot say. The way in which I view it is this,—it would possibly bring a great increase of business to the Post-office, but I think it would be prejudicial to the Revenue; inasmuch as a very large portion of the letters, which at present pay the full postage, would be withdrawn, and those lists substituted to convey the same information.

Have you any general acquaintance with trade?—I cannot say that I am entirely ignorant of it.

Do not you think it would generate a great number of letters?—I am not prepared to say that ultimately, perhaps, the operation of it might not be equivalent to the loss of revenue, by bringing the same portion of revenue into the public purse in another shape; but I think another evil would arise; if it went to the extent of covering the revenue, the increase of business would be so considerable, that the difficulty of getting the mails out at the appointed hour of eight o'clock would be very great.

Assuming this, that 8,000 a-day were supplied with the newspapers, how many additional sorters would it require?—Perhaps eight or ten, as far as the sorting is concerned.

What additional labour is there, after they are sorted first into the mails, and after that, to the post towns?—They would get finally into the boxes; but where there is one person to put off the letters to the division, perhaps it would be necessary to have two, and to subdivide; but our subdivision has gone to so great an extent already, that if we carry it much further, we should lose by such an extension what we should gain in the extra assistance. I speak as a practical officer.

If you send out the number you have stated of letters and papers, what addition would you have if you sent out 8,000 of those, in addition to the 120,000, comprising the letters and the newspapers, making 128,000 instead of 120,000?—It would make a great increase of duty. I am not prepared to say that the zeal and application of the heads of the department might not accomplish such a thing; but, in order to do it, we must have much more assistance than we have at present; and even then, I do not think it would be perfectly practicable. We are much pressed for time on the Saturdays and Mondays. Tuesdays, Wednesdays, Thursdays, and Fridays we get on very well; but it is with the greatest difficulty we can despatch at eight o'clock on the Saturday and Monday evenings.

You think that the Post-office has arrived at its utmost extent, that it cannot increase its business?—Within the last four or five years there has been a wonderful alteration with regard to the accommodation given to the public, which has pressed so much upon the head office at the latter part of the evening, that it has created difficulties we can scarcely surmount.

137

Examinations.

No. 22.
Mr. Sam. Johnson,
16th April 1835.

What are those circumstances?—The later arrival of the letters, caused by the extension of time given to the public.

They are brought up quicker?—Yes; but we receive from Vere-street, Charing-cross, Lombard-street, and the Borough, large parcels of letters at a quarter past seven at night.

At what time are the sorters summoned?—At five o'clock in the evening; and if we could have a sufficient portion of letters to keep them fully employed in the early part of the evening it would be desirable.

Are the morning letters sorted after five o'clock?—No; the country letters are put into the boxes, and charged before the morning duty closes.

The only difficulty in the arrangements would be on the Saturday and Monday?—The great difficulty would be on those days.

As you have a smaller number of newspapers on four days of the week, you do not anticipate any difficulty on those days?—It is on the Saturdays and Mondays we contemplate the great difficulty; on the other days we generally get through our business tolerably easily.

How many sorters have you in the Inland office?—We have the assistance of a great number of letter carriers. They are employed in sorting at different periods of the evening. About 20 of our own officers sort occasionally, and about 12 letter-carriers, from 25 to 35, at various periods of the evening. The first process with the letters is sorting them into districts.

Who are the taxers?—They are the clerks at the divisions. There are about 20 so employed.

If there were seven or eight thousand Prices current, would 12 additional persons, put on at a given time, do you think, cause confusion?—It would cause the duty on the Saturdays and Mondays to be exceedingly severe; and I think it is doubtful whether we could get through it, for I contemplate an examination of those lists.

What proportion of the newspapers are examined?—Just as the circumstances of the duty will permit,—sometimes a greater, and sometimes a smaller number: it is principally done in Mr. Critchett's department. They examine some every night, but not perhaps one-tenth; frequently, not one-twentieth part of the number of newspapers, because time will not permit.

How many inspectors of newspapers are there to see that there is no fraud committed?—It is done under the superintendence of the inspector of the letter-carriers. He employs any letter-carriers that are available to examine the newspapers. I believe sometimes there are as many as six employed; sometimes more, when the nature of their duty and occupations will permit of their being so employed. The quicksightedness and ingenuity of the trading and manufacturing part of the world is so great, I think it will be difficult for the Legislature to frame any Act of Parliament sufficiently close to prevent a great innovation upon the Revenue: that is the impression upon my mind.

You look upon it as a question of revenue?—First, as regards some loss of the revenue, I think it would subtract such a number of letters, paying the full rate of postage at present, that the loss of revenue could not be supplied but by a great circulation of those lists, which, I will not say, would not countervail the other; but then I think that would bring such an additional quantity of duty that we could not get through it within the usual time.

If it diminished the number of letters, according to your supposition, that would relieve you?—If it deprived us of a letter that paid tenpence, and gave us five letters at twopence, there would be an increase of four letters, but an officer could tax several letters in less time than it would occupy to take one of those lists out and examine it to see that it contained nothing written upon it.

There are inspectors purposely for newspapers?—There are inspectors of letters in the morning, and of newspapers in the evening. They do not put any charge upon newspapers. When they become chargeable from any irregularity, they are sent into our office, and charged by our clerks.

How many do you generally charge a-day?—I think sometimes we charge as many as 40, 50, or 60 in London. Lately, since we have been able to institute a more rigid examination of them, we have charged as many as will amount to £100 in London a-week; while the postmasters in the country towns are charging them also.

Do you trace whether you get the postage for them?—Very seldom; for they are charged with a high rate of postage. The parties refuse them; but notwithstanding that, they still continue sending communications by them; sometimes writing with lemon-juice and with chemical ink, so that a fire brings out the one and damp brings out the other.

Supposing the Post-office was to increase its business very much, in what mode would you provide for the circulation of 10,000 more letters a-day?—I am not prepared to say that I could instantly provide for such a number as that. Our increase has been progressive, and we have provided for it as it arose; but we have brought the thing to that state that I doubt whether we could do much more business within a certain time, as our officers crowd so much on one another. Our Inland office at present is about 90 feet by 50, in which the business is performed, and we find we lose much time by the letter-carriers and messengers traversing from one part to another, as they are obliged to do, to collect and dispose of the letters. If we had much more space to go over, we should lose in traversing what we gained by additional assistance.

What difference is there between the number of letters now and in 1826, when your office was in Lombard-street?—I cannot speak to that; but I believe there has been no year since I have been in the Post-office that there has not been an increase.

The revenue does not appear to increase?—Because the accommodation given to the public has reduced the net amount. The acceleration of the town delivery, by the carts which

Examinations.

No. 22.
Mr. Sam. Johnson,
16th April 1835.

convey the letter-carriers, and 60 additional letter-carriers, have caused considerable expense, also the great increase of accommodation in the country. I think there is hardly a village which has not the accommodation of a post.

It appears by the account that the revenue is less, and the expense is greater?—That is in consequence of the increased accommodation given to the public. Great concessions have also been made in respect to double letters. Formerly, a single sheet, if it contained an invoice, or a bill, or anything of that sort, was charged as a double letter. Instead of enclosing the bill for acceptance in a letter to their correspondent in the country, the mercantile houses have now sheets of paper printed with the bill at the top, and fold it up as a letter; that goes for one rate of postage. It is returned accepted, and that passes for a single rate of postage. This formerly was considered as constituting a double letter.

The general principle of the Post-office is charging a single sheet as a single letter?—That is the case now,—a single sheet pays a single rate. Formerly, if it contained an account current, it was subject to a double rate of postage. This concession of the Legislature took away some portion of our revenue.

No. 23.

Tuesday, 16th April, 1835.

Mr. Benjamin Critchett was called in and examined as follows:

No. 23.
Mr. Benj. Critchett,
16th April, 1835.

You have been a considerable time in the Post-office?—Forty years.

You are inspector of the letter-carriers?—Yes.

Have you anything to do with the sorting?—Yes.

Do the persons in your department sort the newspapers?—They do.

How many persons are employed in sorting them?—In the various processes in despatching the newspapers we have about 120 to 130.

How many newspapers do you send out on an average?—About 45,000; on Mondays upwards of 60,000, and on Saturdays about 60,000, and other days about 37,000, or 38,000.

How many persons have you employed in sorting the newspapers on a Monday?—About 200 altogether; on the Mondays we get in all the help we can from the letter-carriers after they have done ringing their bells.

How many in other days?—About 120 on the light days.

Does it take 70 people to sort the additional 15,000?—We cannot get the services of those men that we call in to assist very early; they do not attend till after six o'clock, having their bells to ring.

How many newspapers will a person sort in an hour?—There are two or three processes, the first to face all the directions one way so that they all lie before the clerk, that is the first operation; they are faced up in that manner by a great number of junior hands who do not understand the art of sorting; then they are carried to the sorting table and sorted by the sorter into the coaches or lines of road; all the papers for Dovor would be placed up to the alphabet Dovor, and the second would be Hastings and Brighton, the two together.

When they are sorted into a Dovor coach, for instance, is there a third operation for sorting them into the post towns on that road?—Yes, there is; after they are sorted into the line of coaches, according to the number of coaches, into 24 parts, we take all which we put up in the Dovor alphabet to what we call the road; all the boxes are fixed up against the wall, labelled with the post towns for that coach; then they are divided again.

How many post towns are there on the roads?—Between 30 and 40 on some roads. I should think there are about 30 on the Dovor road.

Are the newspapers made up in separate bags for the different post towns?—Yes.

How long does that take in arranging?—We commence the business of sorting newspapers at half-past five, and we make them up into the bags at a quarter before eight; the same bags to receive the letters for the same post towns; it would be very bulky to have a double set of bags for each place.

It occupies about two hours and a quarter?—Yes, on Saturday and Monday we commence at five o'clock with about 180 to 200.

Are all the sorters of the newspapers letter-carriers?—Yes.

How many letter-carriers have you now?—280.

What is the process in the morning; the number is not so great in the morning?—No, they are very few compared to the evening; the number is about five or six thousand, on the Monday, perhaps they amount to 10,000; it depends upon the date of publication of the provincial papers—they will average about five or six thousand.

The mails do not load upwards so heavy as they do downwards?—No, by no means.

What is the weight of a newspaper?—A dry newspaper does not weigh more than an ounce, but an immense number of them are in a damp state; the evening papers generally come in wet: some of the double sheet newspapers, when they are wet, will weigh four ounces; the Despatch and the Atlas, for instance. I have weighed them and found them weigh four ounces.

Do not a large proportion of the evening newspapers come to the Post-office directly from the publishers?—No, very few; they come from the dealers in the papers; they bring them in large sacks to the Post-office.

They bring them just fresh from the printers?—Yes.

Then they might bring them earlier than five o'clock in general?—Yes, but the dealer in newspapers looks to the saving of expenses; he will not send twice if they come within the time when they are allowed to be put in free.

Up to what time is that?—Six o'clock.

How many are put in afterwards?—That depends upon whether there is any particular news arrives after the time of their first going to press.

Do the large news-venders deliver most of their newspapers before six o'clock?—Yes, from a quarter to six; in a quarter of an hour we frequently receive 30,000 papers in the window in bags.

You have an hour and three quarters to sort them?—Yes, but then we have been previously at work, sorting the various newspapers put in at the receiving houses, which we get in by half-past five; that keeps us employed up to six o'clock, the time when the bulk of the papers are brought in by the news-dealers, which lightens the work of course.

Do you know what the aggregate of the newspapers that go out daily is?—I do not, but I believe there has been an account taken recently of the weight of newspapers and the letters altogether, after the bags were sealed.

They are divided into 24 mails?—Yes.

That would be about a hundred and a half, and the weight of a passenger in each mail coach?—Yes, I suppose it would.

Can you speak to the number of letters which go by the mail?—I do not immediately call it to recollection, but I think it is somewhat less than the number of newspapers.

Who sorts the shipping lists?—They are sorted with the letters.

Do the Inland office sort them?—Yes.

Do the Inland office sort any newspapers now?—No, they are all sorted in the newspaper, office, except a few commercial lists and Prices current that are paid for not as letters: there is a contract made with the Postmaster-General for allowing them to go free; they are what were sent under the privilege of the clerks of the roads formerly; they are not numerous, some few hundreds.

How do they pay?—Those that were published daily pay a guinea a-year for each paper sent through the Post-office, that is something less than one penny.

Where are the newspapers which come from France sorted?—In the Inland office; they are considered as letters, and charged with postage.

Assuming that there are six or seven thousand Prices current to be circulated by the Post-office daily, what additional charge would there be to the establishment in consequence of the number of hands required to sort them?—Very little.

The difficulty is increased in sorting according to the bulk?—Yes; the newspapers are not so easy to sort as the letters, for there is a sort of rotundity about them that causes them to slip about.

Would not three or four additional sorters be able to sort them?—Yes; that would be the outside.

Do you know how many of those Prices current a box of 12 inches long, 12 inches wide, by six inches deep, would contain?—It would hold a very considerable number. I think it would hold 300 certainly.

Are the newspapers tied up in the bag, or put in loose?—Put in loose.

Would they not go into a smaller compass if they were tied up?—No, it would hardly be so convenient a bulk in the bag, if they were tied up in bundles; when they are put into the bag they are pressed down as tight as we can press them to the bottom of the sack before we put the letters in, then the letters are pressed down upon them, and the bag is tied down as closely as it can be tied, to prevent friction.

Which is your heaviest mail?—I think the Edinburgh is as heavy as any of them.

Which is the next?—The Glasgow, I think; the Birmingham is very heavy: there are very great sacks of papers, on Saturday and Monday, to Liverpool and Manchester also.

The Devonport?—That is heavy, but not so heavy as the northern mails.

How is the Dover?—That is not so heavy; the northern mails are the heaviest.

Is the Bristol heavy?—Not extraordinarily heavy.

Is not the Ipswich heavy?—Yes, there are a great many papers for that neighbourhood; there are a great many weekly papers go down that road; there is a Norwich or Ipswich paper printed in London, and sent down.

Which would be the most convenient for the Post-office, assuming that the state should gain the same revenue, that the Prices current should go into the country on a twopenny stamp, or that the charge should be made at the Post-office?—The twopenny stamp would be the most simple operation; then we should have nothing to do but to examine whether the stamp was upon it: if the postage was charged, that would be attended with a considerable degree of trouble; if it has a stamp, it would be sorted like the newspapers.

It would be better for the Revenue, because the money would be paid in advance, and nothing would be lost but the trouble of carrying them?—Just so.

Have you not a plan going forward now for a separate bag to take newspapers to the different post towns?—No; it has often been talked of, but the bulk of the bags is a serious objection to it.

Have you not a plan for boxes for newspapers, to be placed before the guards?—No; if there is any plan of that kind, that must be with the contractors carrying them as parcels; and that they do now to a very considerable extent, both morning and evening papers, some thousands.

Do you know how many papers go in your heaviest mail in one day, the Edinburgh for instance?—Upwards of 3,000.

Examinations.

No. 23.
Mr. Benj. Critchett,
16th April 1835.

What is the smallest number that goes in one mail?—Fifteen hundred, I should think.

Do any of the London letters or newspapers to Edinburgh proceed by the Glasgow or the Manchester mail, then being forwarded to Edinburgh?—They are forwarded on from Carlisle. I would beg to suggest, with regard to the Prices current, if they are stamped, whether it would not lead to a number of things being considered as Prices current, besides what we have all along considered as Prices current.

If they paid twopence to the Revenue, and did not exceed half an ounce, would it not be beneficial to the Revenue?—There are so many of the trades that would like to issue their circulars upon a small stamp; the bookselling trade, for instance, have attempted to send their catalogues under a twopenny stamp; it would be an immense circulation if it was to extend to all trades; the bookselling trade alone, I apprehend, would send in twenty or thirty thousand of them in a day, and a question might arise, whether our means are adequate to it without considerable addition of expense. I know that the booksellers, if they could print their catalogues upon a twopenny stamp, would then forward an immense number; for, on the publication of any new book, I recollect Mr. Bentley said, if you would allow them to go for twopence I should perhaps send you three or four thousand, announcing the publication of one book.

What would be the weight of it?—That was not mentioned; he printed his catalogue, and put a twopenny stamp upon it.

Do you think they would publish a great many things of that kind?—(*A hand-bill being shewn to the witness.*) Yes; this would not weigh half an ounce, or a quarter of an ounce this used to come into this country under the privilege of the clerks of the Foreign Post-office: in the same manner our Prices current used to be sent to the Continent under the same privilege, but those now sent to the Continent are charged with the full rate of postage.

Do any particular trades now send their circulars by post?—The tea trade send now an immense number of circulars announcing the prices of tea.

Are they sent by the post?—I believe that trade alone pays us above £3,000 a-year, and they pay the postage down, on putting them in.

You would lose upon those?—Yes, we should.

What is the most extensive trade?—That is one of the most extensive at present; but I think that the bookselling trade would become the most extensive in circulating their catalogue.

Would it signify for trade which circulated most, if you limited them to half an ounce, and charged them twopence?—Not at all; the question is, whether we should not have more than we could possibly do with our present establishment.

If there were 24,000, how many additional sorters would you require; would it be more than 25 or 30?—The persons to sort them would be, I think, a very small part of the expense; the present bags would not contain the whole of them and the letters.

What would it cost the Post-office to buy off an outside passenger to Liverpool?—I do not recollect the fare; it is not exactly the weight, but the bulk.

The bulk of 24,000, distributed over all the mails of the country, could not give more than 3,000 half-ounces?—The additional weight could not be of great consequence, but it would operate against the revenue arising from the postage of letters.

It is stated by witnesses, that those Prices current being before their eyes, would lead to more correspondence, orders being sent in consequence, and so on?—I cannot speak to that.

Supposing twopence put on a quarter of an ounce, a great many could be carried without a perceptible difference of weight?—Yes; the foreign one, which has been shown to me, does not weigh a quarter of an ounce.

You think that the circulars of booksellers would be passed as Prices current?—Yes, I have no doubt they would.

Do you know how they send their circulars now?—Wherever they can, to the large towns, they send them in parcels; they get them circulated through their agents in the different provincial towns; sometimes they send them as letters.

Do not you think it would be a great profit to the Post-office if they carried those things now sent in parcels?—We should like the postage of those which are now sent in parcels.

Do not you think the booksellers, in putting themselves to that expense in circulating their catalogues, look for written orders in answer?—Yes; but then these come through their agents in the country in the provincial towns, and they write weekly or monthly to the London booksellers; some of the booksellers have a large receipt of letters from £1 to £2 or £3 a-day.

Do many of the booksellers pay a postage to the amount of £3 a-day?—Yes; Longman, and Whittaker.

Do you know what the gauge of the mail-box is?—No, I do not.

Have you made any calculation as to what difference would arise to the Revenue if Prices current were sent at a small rate of postage?—No; that would depend altogether upon what were to be considered as Prices current; until that was defined, the effect of that could not be seen at present; a very limited number are transmitted at a small per-centage.

Are you aware that in all other parts of Europe Prices current are allowed to go at a small rate of postage?—I have understood so.

Have you heard that the Post-offices abroad incur any great inconvenience or loss of revenue in consequence?—I have no means of knowing at present; we have but five or six articles which have been treated as Prices current; but if a list of prices is to be considered as falling within it, that would extend to the tea trade, and all the traders who are in the habit of sending circulars announcing the prices of articles: then I think it would operate very considerably upon the tea trade alone; I think it would cause a diminution of postage to the amount of above £2,000 a-year.

Examinations.

No. 23.
Mr. Benj. Critchett
16th April, 1835.

Do the tea trade now send large statements of their prices?—No, it is printed on a sheet so as to go as a single letter.

How much do their sheets weigh?—They are all under an ounce; that will take in a large sheet of paper; besides the list of prices they print, they write on the blank page a letter.

Then they must pay for a letter at any rate?—Yes.

If the Prices current went for twopence, and they had anything to state by way of explanation, they must pay for that besides?—There can be no blank allowed for them to do anything, or it would be ruinous to the revenue of the Post-office; for everybody would be availing himself of it if they could send a letter to Liverpool for twopence.

Do you sometimes discover that frauds are committed by marking certain words in newspapers?—Every day.

How many newspapers do you examine every day?—A thousand, sometimes 2,000 or 3,000, as we have opportunities; we charge postage upon them to the amount of nearly £100 a-week upon those that we examine.

In consequence of the frauds intended?—Yes, in consequence of the correspondence in the margin, or some marks of letters; and by pricking the letters with a pin, I have seen a whole letter formed, and also some liquid that cannot be discovered without applying heat to it; and another process, where it requires wet to read that which is written; but when they are dry it is concealed again.

Are those processes worth their while?—They are resorted to by individuals who have little to do; we never find those frauds among the agents who deal in newspapers.

And have never found them in considerable houses?—No.

You probably reckon that you lose annually £100 a-week, or more?—Yes, £300 or £400 I should think; it is not altogether lost, for there would not be letters to that amount; they are not obliged to take the paper, consequently they do not pay the penalty.

Are the papers often rejected?—Yes, I think 19 out of 20 are rejected, and come back to the dead-letter office; then they lose the paper; it checks the evil: if there was not an examination of that kind, it would become a serious loss to the Revenue.

Would any Price current be open to the commission of the same fraud?—Yes; the more papers are circulated through the Post-office under the privilege of a stamp, the more it is exposed to fraud.

Is not the Post-office exposed to considerable loss by those Prices current being sent in parcels and by steam-boats to different places on the Continent?—They always did go in that way as parcels, there being no objection to it.

Would it not add more to the Revenue of the state if they were to go by post?—Then it entails all that difficulty sending them by post under a small stamp; it militates against the revenue of the postage from letters, and exposes to more frauds.

The examination of a newspaper takes up a good deal of time, does not it?—It does; it must be examined very nicely to discover the writing or the marks made to convey some intelligence.

What mode should you propose for the improvement of the Revenue? would it be to put a postage on newspapers to protect them against frauds, such as writing in newspapers?—If a postage is put upon them, and their going by coach as an article of trade and commerce was not prohibited, there would be very little to do in them that would be done in all the large towns; all the direct communications with London would be carried on by means of parcels: if even a penny was put on, 100 papers would come to 8*s.* 4*d.*, that might be sent by parcel to Liverpool for 2*s.*; they would not resort to the Post-office if they were not prevented sending by coach.

A great many newspapers do go to Liverpool, for instance, by the early coaches?—Yes; all the morning papers are 100 miles from London by the time the mail leaves London. I know one agent who sends 1,500 papers by the morning coaches, principally in parcels, and they get them in the afternoon; it is a great relief to the Post-office; that kind of business is increasing with the news-dealers.

Have the newspapers by the mail coaches increased?—Not much lately.

Have they increased within the last seven years?—No, I do not think they have, or very little.

The number of newspapers was stated in the year 1828 at 42,000 per day?—I am not sure whether that includes the privilege which the clerks of the road had at that time.

No. 24.

Monday, 21st March 1836.

Charles Pressley, Esq., was called in, and examined as follows:

No. 24.
Chas. Pressley, Esq.
21st March 1836.

You are the secretary of the Stamp-office, are you not?—I am.

You are aware that the attention of the Commissioners has been called to the propriety of allowing Prices current to be circulated post free through the country upon a low stamp?—I am.

Will you have the goodness to state to the Commission whether you conceive there would be any difficulty, as far as regards the Stamp-office, in effecting such an arrangement?—As far as regards the Stamp-office, none whatever.

For instance, should you have any difficulty in allowing Prices current to have a halfpenny

Examinations.

No. 24.
Chas. Pressley, Esq.
21st March 1836.

stamp, if newspapers had a stamp of a penny upon them?—None whatever, provided every copy were stamped.

You mean every copy for town circulation, as well as every copy for country circulation?—Exactly so.

Do you apprehend there would be much difficulty in allowing those that were intended for country circulation to circulate with a stamp of a halfpenny upon them, while those that were intended for town circulation, should remain as they are at present, subject to no stamp duty whatever?—It is certainly contrary to all the principles of the present imposition of stamp duty, that a stamp should be placed upon a certain number of documents, and that copies of that document should issue upon unstamped paper. It appears to me that such an arrangement would be attended with some difficulty, but it is a difficulty which, I dare say, may be got over.

Perhaps you will have the goodness to turn your attention to the subject, and, on some future occasion, to suggest to the Commission anything that may appear to you to be likely to effect the object which has been mentioned?—I will do so.

No. 25.

Friday, 25th March 1836.

No. 25.
Chas. Pressley, Esq.
25th March 1836.

Charles Pressley, Esq. was called in and further examined as follows:

Have you considered the question respecting the transmission of Prices current, which the Commissioners put to you at your last examination?—I have.

Will you have the kindness to state what is the result of the further consideration which you have given to that subject?—It still appears to me that it would be exceedingly inconvenient to impose a tax of a halfpenny upon an instrument, and to make the same liable to such duty by some act to be afterwards done, namely the putting it into the Post-office. I have spoken with the solicitor of the Stamp-office upon the subject, and he agrees with me that the imposition of the tax in such a manner would be contrary to every principle upon which the stamp duties are at present imposed; because in case of the non-payment of the duty there could be no penalty, as the liability does not take place until some act afterwards to be performed, namely the sending it through the Post-office.

You saw the other day upon the table, a publication called the "Mercantile Journal," did you not?—I did.

Some copies of which are unstamped for the circulation in London, and other copies of which are stamped for transmission through the Post-office; does not that prove that there would be no great practical difficulty in allowing Prices current to go through the Post-office with a stamp of a halfpenny, although they were circulated without a stamp in the places where they are published?—The difficulty appears to me to be, the imposition of a halfpenny upon a paper, which is to be liable only to such duty, in the event of the same being sent by post: fourpence is not imposed on the "Mercantile Journal;" the "Mercantile Journal" is a paper containing matter wholly of a commercial nature, and is exempt from the newspaper duty; the Postmaster-General determines it to be a newspaper for the purpose of postage, and I apprehend he governs himself by there being a fourpenny stamp upon it.

Why should not the Postmaster-General do precisely the same with respect to Prices current, and say these Prices current need not to be taxed for the purpose of circulating in London, but if they go through the Post-office they shall be taxed?—You must impose the duty, in the first instance, upon something; if you impose it upon Prices current, there will be some offence if it is printed without being stamped.

In the case of the "Mercantile Journal," there would be no offence, surely, in the editor or the publisher of that journal publishing it without a stamp, inasmuch as it is not a newspaper?—Certainly not. But it is the Postmaster-General who determines it to be a newspaper, not the stamp law.

And he is enabled to send it free through the Post-office when they put the fourpenny stamp upon it?—Yes, because the Postmaster-General determines it to be a newspaper, and not the Stamp-office; if the "Mercantile Journal" were a newspaper, the Stamp-office might prosecute for the unstamped copies,—not so, if you put the duty of a halfpenny upon a Price current, the liability to which depends upon its being put into the Post-office.

How did Mr. Cobbett, for instance, manage his paper?—Mr. Cobbett's paper was not a newspaper; but Mr. Cobbett printed upon the fourpenny stamp for country circulation; and the Postmaster-General, I apprehend, did with Mr. Cobbett's as he has done with the "Mercantile Journal," he allowed it to be a newspaper, for the purpose of passing it through the Post-office; but that did not constitute it a newspaper.

Why might not the same thing arise with respect to the halfpenny stamp, as is the case with the fourpenny stamp?—It appears to me that the two cases are totally different; a fourpenny stamp attaches to every newspaper, and you do not propose to put a halfpenny stamp upon every Price current, but only upon such Prices current as shall ultimately pass through the Post-office, which, in fact, is making the Stamp-office collect one halfpenny postage upon a Price current sent by post only.

Supposing it should be enacted that newspapers not weighing more than half an ounce each should go post free at one halfpenny stamp; would that meet the difficulty of the case—of course the Postmaster-General, in the supposed case, allowing Prices current to go as

newspapers, in case there is a halfpenny stamp upon the paper?—Undoubtedly it would, provided the halfpenny was imposed upon every Price current, that is upon every copy.

No. 25.
Chas. Pressley, Esq.
25th March 1836.

You have stated that the imposition of a stamp duty for Prices current to be circulated through the Post-office, while the stamp was not imposed upon Prices current that did not go through the Post-office, would introduce an entirely new principle in the Stamp-office?—Undoubtedly it would.

Do you conceive there would be any danger in the introduction of that principle?—There would be no danger, certainly.

Do you imagine there would be material practical difficulty in introducing it?—There would be practical difficulty as regards the Stamp-office, because there would be no penalty if a man printed upon unstamped paper.

Would the difficulty to which you have alluded be in any way obviated if, instead of introducing the proposed change into the Stamp Act, it was introduced into the Post-office Act?—The Stamp-office would have no difficulty in putting a halfpenny stamp upon any sheet of paper that might be brought to it, whereon it is intended to print a Price current; the Post-office declaring that a sheet of paper when stamped with a halfpenny stamp, and containing a Price current, may pass free of postage; but it would be optional with a party whether he paid the stamp or not; there could be no penalty for printing on unstamped paper.

No. 26.

Monday, 28th March 1836.

No. 26.
M. B. Peacock, Esq.
28th March 1836.

Mark B. Peacock, Esq. was examined as follows:

Have you read Mr. Pressley's evidence upon the subject of Prices Current?—I have heard it read by Mr. Gardiner.

You are aware of the object which the Commissioners have in view?—I understand it is to allow Prices current to pass free of postage on a small stamp duty being paid.

You are aware that Mr. Pressley has expressed an opinion that there would be great difficulty in accomplishing that object by a Stamp Act, and that it would be more easy to do it by a Post-office Act?—Yes, I am aware Mr. Pressley has so stated.

In your opinion, would there be any difficulty in accomplishing it by a Post-office Act?—The difficulty would be that there is no Post-office Act at present authorizing the Postmaster-General to put a stamp upon any newspaper; and in the first instance the Postmaster-General must be authorized to put on a stamp. I think the proper course would be to authorize the Commissioners of Stamps to put a stamp upon Prices current to enable them to go post free.

The object of the Commissioners is not to impose a stamp duty upon all Prices current, but that those that have a stamp upon them should go postage free: what, in your opinion, would be the most simple and best manner of arriving at that object?—Merely by a clause empowering the Commissioners of Stamps to impose a duty upon such Prices current as are brought to them to a certain amount; merely an empowering clause, and not imposing any penalty upon the public for issuing them without such a stamp upon them.

You conceive there would be no difficulty in making such a regulation?—I really cannot conceive any. It would be a very different thing if the public were to be restrained generally from publishing Prices current without such a stamp; but if it is merely an empowering clause, enabling them to have a stamp imposed upon those they wish to go by post, I do not conceive there can be any difficulty in it.

If the Commissioners were to say that Prices current should go free of postage, the Postmaster-General having the power to define what are Prices current, and of imposing a stamp duty of a halfpenny to entitle them to go free, do you think that that would be a desirable mode of accomplishing the object?—I think that the Commissioners of Stamps should be authorized to impose a stamp duty upon them, and then giving a power to the Postmaster-General to allow them to go free of postage, upon the payment of that duty.

Could such power be given to the Postmaster-General without an Act of Parliament —No: there was a clause introduced into an Act of Parliament last year, with respect to newspapers, to enable the Postmaster-General to determine what is a newspaper.

Do Prices current at present go free through the Post-office under the twopenny stamp?—Not as Prices current; there may be papers called Prices current, that pass through the Post-office on the duty of 4*d.*; but they must contain some articles of public intelligence.

The Commissioners have seen a description of publication which contains nothing but mercantile intelligence, which circulates in this town without a stamp, but which goes postage free throughout the country with a stamp; are you not aware of that?—I understand there are a few that are entitled to go free of postage, under a clause of the Act abolishing the privilege of franking formerly exercised by several clerks in the office. 'Nicholson's Prices current, pass in that way.

Those that go by that privilege are unstamped, but those that go with stamps go postage free?—I know the objection has often been taken that they could not be allowed to go, because they were not stamped; it is known that the Commissioners of Stamps will let Prices current be stamped, and that they are stamped in blank, but the Postmaster-General is allowed to forward newspapers only.

Are there not publications that are called newspapers at the Post-office, but which are not so called at the Stamp-office?—There is a power to determine what are newspapers, but it has not been acted upon.

Examinations.
No. 26.
M. B. Peacock, Esq.
28th March 1836.

How do you account for what we saw upon this table, namely two copies of a precisely similar publication, called the "Mercantile Journal," one of which was not stamped, which was intended for circulation in this town, and the other one which was stamped, was intended for circulation through the Post-office?—I believe that journal has been made the subject of discussion between the Postmaster-General and the Commissioners of Stamps; I think an objection has been taken at the Post-office, that it is not a publication entitled to a stamp, and therefore is not entitled to pass through the Post-office; that has been referred to the Commissioners of Stamps; I am of opinion it is not a newspaper. There are other papers which contain a single article of intelligence; that is the case with the "Literary Journal;" those that are circulated in London pay no stamp duty, but if they are to go by post, they contain an article of public intelligence to make them newspapers, and entitle them to a stamp, to enable them to go free of postage.

Without that being done, the Postmaster-General has power to let them go?—He has power to determine what is a newspaper; but if it is intended to authorize any printed paper to go by post, clearly not a newspaper, it would require some further clause to enable the Postmaster-General to determine upon that.

Do you think the allowing Prices current to go free of postage would lead to much fraud?—Yes, in the present state of our establishment. There are about 40,000 newspapers sent from London every night by the mails; of that number, with our present force, we are able only to examine from 500 to 1,000 each night, so that 39,000 escape examination every night. One person is only able to examine fifty in an hour. I have brought some specimens with me. [*The witness produced several newspapers exhibiting the mode in which frauds were attempted to be practised.*] But I think if the public generally had the right of sending Prices current by the post, the number of frauds would be increased very considerably, unless the number of our force were also considerably increased.

Do you think there is room in the Post-office for that increase of force?—There is sufficient space to enlarge the different offices, unquestionably.

Should you find any difficulty in drawing up a clause that would accomplish the object of the Commissioners with respect to the Prices current?—I think not, if I understand the intention of the Commissioners.

The wish of the Commissioners is to limit the privilege strictly to Prices current, to confine the weight to some low amount, say half an ounce, and to allow them to circulate post free under a low stamp duty, say a halfpenny?—There would be no difficulty in framing a clause of that description. The Commissioners would wish of course that nothing should be in the Prices current but the names of the articles and their prices, and not any printed statement, otherwise we should have every tradesman publishing Prices current, with a statement at the bottom of it. We have had this brought to us as Prices current, with a regular letter attached to it. [*Handing in a letter.*] If the Postmaster-General had the power of determining in cases of that kind, that would guard the public against such frauds?—Certainly.

It would not take long to detect those things?—Not if we had force sufficient to examine them.

Are many foreign Prices current now sent by post in this country?—Yes, as letters.

Do many come?—I am not able to answer that question. I could procure the information.

They are charged as double letters?—Yes, there is generally a piece of paper upon them, which renders them liable to the double rate of postage.

London: Printed by W. Clowes and Sons, Stamford Street, for His Majesty's Stationery Office.

145

THE

SIXTH REPORT

OF THE

COMMISSIONERS

APPOINTED TO INQUIRE INTO

THE MANAGEMENT

OF THE

POST-OFFICE DEPARTMENT.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:

PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HIS MAJESTY'S STATIONERY OFFICE.

1836.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

SIXTH REPORT of the COMMISSIONERS appointed to INQUIRE into the MANAGEMENT of the POST OFFICE DEPARTMENT.

IN considering the different branches of the service of the Post Office, we have particularly directed our attention to the packet establishments as well on account of their extent and importance, as of the large annual expenditure which they occasion.

A Report on all the packet stations, with the exception of Dover, was made in 1830, by the Commissioners of Revenue Inquiry, and four of these stations were again considered in 1832, by the Committee on Post Communication with Ireland.

Your Lordships will not, we trust, deem it irrelevant, if, in the course of our remarks, we frequently refer to these Reports, while we reconsider many of their suggestions, and the manner in which those suggestions have been carried into effect under the present system of Post Office administration: It will remain for your Lordships to decide on the best mode in which the packet service can in future be performed, in order to secure the regular and rapid transmission of our domestic and foreign correspondence, without any unnecessary charge on the revenue.

On looking at the receipts and expenditure during the last four years, your Lordships will perceive that the total annual loss to the Post Office averages £38,739. 3*s.* a-year, without taking into consideration the original cost of the packets, amounting to £273,018. App. (A.) No. 3. Ibid. No. 1.

From the 5th of January, 1832, to the 5th of January, 1836, the receipts and expenditure of the different stations have been as follows:

	Receipts.			Expenses.			Loss.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Dover . .	45,061	3	10	63,006	7	8	17,945	3	10
Weymouth .	15,735	1	1	22,443	14	0	6,708	12	11
Milford . .	6,616	7	2	53,581	1	7	46,964	14	5
Holyhead .	38,583	6	5	97,089	16	10	58,506	10	5
Liverpool . .	94,275	19	5	110,050	17	8½	15,774	18	3½
Portpatrick .	6,505	8	0	15,562	2	6	9,056	14	6
Total . .	206,777	5	11	361,734	0	3½	154,956	14	4½

Ibid. No. 3.

There are altogether twenty-six steamers belonging to the Post Office, and attached to the different stations. We subjoin a return of their tonnage, power, and the expense in their building and outfit. Ibid. No. 1.

RETURN of the Tonnage, Power, and Prime Cost and Outfit of the Steamers belonging to the POST OFFICE.

Stations.	Names of Vessels.	Tonnage.	Horses power.	Prime Cost and Outfit. £	s.	d.
Dover	Arrow	155	60	8,060	9	2
	Crusader	110	50	7,592	10	10
	Ferret	110	50	5,777	18	1
	Firefly	110	50	6,076	12	5
	Salamander	110	50	7,459	18	2
Weymouth	Flamer	165	60	7,190	7	1
	Watersprite	162	60	8,770	17	7
	Ivanhoe	158	60	6,352	18	6
Milford	Aladdin	230	100	10,410	14	2
	Crocodile	237	80	11,159	7	5
	Sybil	233	80	10,367	3	2
	Vixen	189	80	12,808	5	9
Holyhead	Cinderella	234	100	10,614	11	2
	Dragon	237	100	10,601	15	7
	Escape	237	100	12,135	14	10
	Gulnare	306	100	14,126	16	1
	Harlequin	234	100	10,428	10	8
	Sovereign	205	80	10,460	15	8
	Wizard	237	100	12,170	7	8
Liverpool	Comet	300	140	17,370	0	8
	Dolphin	327	160	20,511	19	4
	Etna	300	140	16,297	16	10
	Richmond	143	56	4,407	15	3
	Thetis			19,216	0	9
Portpatrick	Spitfire	106	50	6,343	3	8
	Fury	106	50	6,305	14	3
				273,018	4	9

App. (H.) No. 12. We considered it to be our duty to ascertain the nature of the control exercised by the General Post Office over the management and expenditure of this branch of the public service.

The Accountant-General informed us, that the only examination the packet accounts were subjected to in his department, was to see that there were proper vouchers for the expenditure, and that the receipts agreed with the daily bills: he had nothing to do with the propriety of the expenditure.

Ibid. No. 4. "The only person in the General Post Office who superintends this part of the public service, is Mr. Freeling. He generally examines the accounts of the agents, and sees that there has been no improper expenditure, or that things have been duly authorised."

After we had seen the form in which the packet accounts and documents were transmitted to the General Post Office, and examined the several officers through whose hands they passed, we found that it was quite impossible to obtain in London any satisfactory information relative to the management of the stations.

It did not appear to us that the superintendence exercised by the office in London over the packet establishments, had the effect of producing a substantial check over the expenditure; the control of which seemed to be almost wholly left to the agents.

Under these circumstances, we submitted to your Lordships, that it would be desirable to institute an inquiry at the different stations, in order to obtain the necessary information on the spot.

We at the same time requested that you would sanction the appointment of a naval officer to assist in this investigation. Your Lordships having approved of our proposal, Captain Evans, R.N., was recommended to us by the Lords of the Admiralty for this purpose, on account of his skill and experience in the steam service of the Royal Navy, and we accordingly directed him to proceed, in conjunction with our Secretary, Mr. Gardiner, to the several packet establishments.

App. (E.) The evidence taken by these gentlemen in the course of their inquiry will be found in the Appendix, as well as a Special Report which we directed them to make on the Holyhead station, in consequence of information which we received from them during their stay there.

We shall proceed, in the first place, to submit to your Lordships our observations upon the several stations, and shall then subjoin such general recommendations as appear to us to be expedient.

149

DOVER.

Dover is now the only station at which the Post Office have a packet establishment for the transmission of the correspondence between this country and foreign states.

There is a double line of communication between Dover and the opposite coast, and five packets are kept for the performance of the service. Three of them are employed in the conveyance of the mails from Dover to Calais; and the other two maintain a communication with Ostend, to which place mails are now sent four times a-week. App. (B.) No. 24.

This station differs from the five others, inasmuch as the arrangements with respect to both these lines of communication have been made subject to treaties with the French and Belgian Governments. Ibid. No. 27 & 28.

The packets to Calais convey only the mails from this country; and the French Post Office delivers its own mails and dispatches at Dover. By the treaty with the Belgian Government for increasing the number of communications with Ostend, the Postmaster-General undertakes the conveyance of the mails by sea, both going and coming; and the Belgian Government engages to pay 1000*l.* a-year as its proportion of the expense. Ibid. No. 28.

It appears by the following Return made by the Post Office, that the expenditure has considerably exceeded the receipts during the last four years.

An Account of the Receipts and Expenditure of the Dover Station during the last 4 years.

Years.	Receipts.			Expenditure.			Loss.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
1832	9,231	11	6	11,198	1	1	1,958	9	7
1833	13,113	6	0	15,061	16	10	1,948	10	10
1834	11,898	11	9	20,368	16	2	8,470	4	5
1835	10,817	14	7	16,385	13	7	5,567	19	0
	45,061	3	10	63,006	7	8	17,945	3	10

The expense incurred for repairs of packets on this station for the three years ending 5th January, 1834, has amounted to £16,229. The repairs of the Dover packets are principally executed in the Thames, whilst all the other vessels belonging to the Post Office are repaired at Holyhead. On inquiring into the control exercised over this large expenditure, we find the effects of the system, which we have already described, of the Post Office relying almost implicitly upon the vigilance and ability of the agents, strongly exemplified by the state in which we have found the management and accounts of this department at Dover. Ibid. No. 2.

We shall, in the first place, call your Lordships' attention to the manner in which the stores are received and issued.

The coal is procured by contract with a house in London, and has been latterly supplied at the rate of 23*s.* per ton, which includes the expense of laying it into store at Dover. The price has been reduced considerably since the contract was made; but it is a running contract, and has not been thrown open for some years. App. (B.) No. 10. App. (H.) No. 5.

When the coals are delivered, neither the agent, nor any one on the part of the Post Office, attends to ascertain whether the quantity corresponds with the charge in the contractor's bill. The agent always relies on the meter's account as correct; which, however, it is stated can be but little depended upon, as even in the case of coals supplied to private individuals, it is frequently found to be inaccurate. But if there is no sufficient check upon the quantity of coals received into store, the check on the issue of coals is still less complete. The coals in store are entrusted to Philip Brayley, a person who is employed by the Post Office to ply for passengers. He receives no allowance from the agent for his care of this store, or for superintending the delivery of the coals, but has occasionally a small gratuity from the contractors. Brayley is seldom present when coals are issued, but is in the habit of giving the key of the store to a carter or porter, who puts the coals into bags, and takes them to the vessel. They are not weighed or App. (B.) No. 21. App. (B.) No. 10. Ibid. No. 12. Ibid. No. 21. Ibid. No. 10. Ibid. No. 21. Ibid. No. 2.

measured by any one, but the carter forms an estimate of the quantity from the size of the bags, and charges for putting them on board according to this
App. (B.) No. 11. estimate. From this charge the monthly account of coals is made out and transmitted to the Post Office.

Ibid. No. 10.
Ibid. No. 26. Coals are occasionally purchased in Calais and Ostend. The price paid at Calais is 33*s*. 10½*d*. a ton. The agent for the French Post Office packets lays in the best Newcastle coals at about £1. per ton. The price paid at Ostend for
Ibid. No. 24.
Ibid. No. 25. coals of very inferior quality is 23*s*. An offer has been made to supply them at 18*s*.

Ibid. No. 10.
Ibid. No. 19. All stores of ordinary consumption (with the exception of coals) are purchased from tradesmen in Dover, by the mates, engineers, or firemen of the packets, without any demand being made, or order given, for the supply of these stores.

Ibid. No. 11. The tradesmen's Bills are collected quarterly by Mr. Norwood, the Postmaster, who officiates as clerk to the agent. As soon as he has made a list of them, and ascertained the amount, he receives a check from the agent for the total sum.
Ibid. He does not consider it his duty to make any observations as to the charges.

The accounts are not examined with a view to ascertain whether the stores charged have been actually supplied; nor are any observations ever made on the prices.

Ibid. No. 10. The bills are not certified by the commanders, or other officers; and the agent acknowledges that the only check he has, is "his dependence upon the honour of the tradesmen not to charge for more than has actually been delivered."

Ibid. No. 11. The quantity of stores supplied to any vessel cannot be ascertained from the accounts, and there are no other means of knowing any variation that may occur in the price of small stores, but by inquiring of the tradesmen who supply them.

App. (B.) No. 12. The private steam companies at Dover find it advantageous to obtain their stores from London, whilst the mates and engineers of the Post Office packets order them at their own discretion from the tradesmen.

Your Lordships will observe, from the evidence which has been collected from the servants of the Post Office, that the agent, so far from exercising any real control over the service or the expenditure, has only acted as a screen to cover the responsibility of others. He is not a seaman, nor sufficiently acquainted with steam navigation to be able to form an opinion of the repairs requisite for the vessels or the machinery. We see no reason to entertain the slightest suspicion unfavourable to his character or integrity; but from the account which he appears very frankly to have given of his own qualifications for the situation which he holds, we cannot consider him to be able competently to discharge the duties which belong to it.

From the statement he has made of his services, we find that he had been for
Ibid. No. 10. many years employed as a packet-agent; but at a period when the duties of such a situation were of a very different character from what they now are. The packets at that time were the property of the commanders, and maintained at their own expense. He was subsequently appointed a Riding Surveyor, and when his advanced years and infirmities rendered him unfit for that office, he was placed, in 1832, in command of the Dover station.

Notwithstanding the great excess of the expenditure over the receipts on this station, we are of opinion that facility of correspondence is of such paramount importance, that we should not hastily blame any outlay which appeared to conduce to the regularity of Post Office communication. A reference to the evi-
Ibid. No. 16. dence of the captains will, however, convince your Lordships that the vessels now provided by the Post Office, are neither adapted to the regular and speedy transmission of the mail, nor otherwise to the convenience of the public, and that
Ibid. No. 12.
Do. 13.
Do. 16.
Do. 17. unless the packets are greatly improved, the receipts are likely to be diminished to an incalculable extent, as they will be unable to compete with the vessels which private companies are now placing upon this station.

Ibid. No. 12. "Captain Hamilton, the senior commander in the service, states, that the Post Office packets have not been improved in the same degree as those of the private companies, and consequently they compete with them on very disadvantageous terms. Had the steamers been the property of the commanders, as the Harwich packets formerly were, they would not only have kept pace with the improvement of the vessels of the private companies, but would have put on such a superior class of vessels as would have entirely done away with any private competition."

We cannot here omit observing that the provisions of the treaty entered into with the French government, in 1833, appear to be disadvantageous to the English packets, as they are obliged to deliver their mails at Calais at eleven o'clock A.M., and must consequently be in readiness to start from Dover immediately on the arrival of the London mail there. The harbour of Dover being dry at low water, the vessels are frequently obliged to anchor in the roadstead all night, and keep their steam up at an expenditure at least equal to what would be required for an ordinary passage. The expense and inconvenience of embarking under these circumstances, in open boats, prevent many of the passengers from going by the mail packets, and they lose entirely the freight on carriages, horses, bullion, &c. One of the commanders estimates this loss at 4000*l.* a year. App. (B.) No. 12. App. (B.) No. 27. App. (B.) No. 16. Ibid. (B.) No. 16. App. (B.) No. 16. Ibid. (B.) No. 10.

The rate of fares for the conveyance of passengers in the French and English packet-boats, was fixed by one of the articles of that treaty, and it is expressly provided that no alteration can be made in the fares without the consent of the two offices. A competition, however, exists, equally injurious to both, which has induced them practically to disregard the fixed rates, and is the cause of much complaint from passengers. App. (B.) No. 28. App. (B.) Nos. 10, 16, 18, 20, 21 & 22.

The English plyers at Dover and Calais are allowed to exercise a discretion in bargaining with cabin passengers to carry them for half, or deck fares; and one party is thus charged not quite one-half what the other is for precisely the same accommodation. App. (B.) No. 21 & 22.

OSTEND.

By the treaty entered into with the Belgian government, in October, 1834, it was agreed that a communication should be maintained between Dover and Ostend four times a week in place of twice, as had formerly been the case. The days of departure from Dover are Tuesday, Wednesday, Friday, and Saturday, and the packets return from Ostend the following days. App. (B.) No. 28.

As the two mails which arrive at Dover on Saturday and Sunday are delivered in London at the same time on Monday, the two packets give only the advantage of one additional mail from Belgium.

All the Belgian correspondence, even that passing between Dover and Ostend, must, under the present Post Office regulations, be sent through London, as they do not permit any bags to be made up at Dover for Belgium, nor at Ostend for Dover. The letters are, therefore, sent up to London from Dover, returned again there, charged with the inland rates of postage, and subjected to an unnecessary delay of two or three days before they reach their destination. We are not surprised that the inhabitants of Dover, and other towns similarly situated, should, under these circumstances, abstain from sending this part of their correspondence through the medium of the Post Office. App. (B.) No. 11.

However trifling in amount this correspondence may be, we think it very objectionable that it should be prevented from being sent in the most expeditious manner. We are also of opinion that it would be worthy of your Lordships' consideration, whether a line of daily packets should not be established between this country and Ostend, provided the Belgian government would undertake to bear a fair share of the additional expense which it would occasion.

WEYMOUTH.

There are three packets on this station, which convey the mails twice a-week from Weymouth to Guernsey and Jersey. They leave Weymouth on Wednesdays and Saturdays, and return on Tuesdays and Saturdays.

In 1833, Captain Stevens, a naval officer, was appointed agent. He had been, for twenty years previously, a commander of Post Office packets on different stations, and twelve years in command of a steamer at Holyhead. "He is most decidedly of opinion, that were he not a practical seaman, and well versed in steam navigation particularly, he could not possibly execute the duty of a packet agent with credit to himself, or advantage to the public; nor could he possess App. (C.) No. 8.

that control over both the captains and engineers of the packets, which the necessity of the service and the issue of stores require."

The only accounts which Captain Stevens received, connected with the packets, "were contained in a private cash-book of his predecessor, which does App. (C.) No. 9. not afford the means of ascertaining with any degree of accuracy the receipts or expenditure of the station previous to 1833." The accounts of the former agent were destroyed, although we have no reason to suppose that this was done from any improper motive.

Since 1833, the accounts have been kept with great regularity, and a very efficient and proper control exercised over the receipts and expenditure, as far as depended upon the agent.

Stores are obtained from tradesmen here as at Dover, but are never supplied without an order from the agent,—a demand being made for them by the com- Ibid. No. 10. mander, and signed by the engineer—if the articles required are for the engine Ibid. No. 11. room.

Ibid. No. 12. "The mates strictly adhere to the orders of the agent with respect to seeing Ibid. No. 13. "the stores weighed on board, and also that they are of the best quality." Ibid. No. 11.

The coals are obtained by contract, and are delivered from the contractor's store. The second mate has every cwt. weighed and put on board the packets, Ibid. No. 10. and sends in a monthly account of the quantity and quality. The commanders and engineers send another account in their monthly report, and the agent also receives from the chief mate (or master) a printed docket in which the daily issue is inserted. Advertisements for contracts are issued yearly,—the tenders Ibid. No. 8. are received by the agent, and transmitted to the Postmaster-General for his selection.

Ibid. No. 19. The expenditure of the Weymouth station has exceeded the receipts by £6708. 12*s.* 11*d.* in the last four years; but the agent "is convinced that with larger and faster vessels a very considerable revenue would be returned from passengers alone, especially if a French mail was sent that way."

An Account of the Receipts and Expenditure of the Weymouth Station during the last four years.

App. (A.) No. 3.

Years.	Receipts.			Expenditure.			Loss.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
1832	3,782	1	5	5,396	1	6	1,614	0	1
1833	3,691	4	5	5,304	0	9	1,612	16	4
1834	4,339	5	10	6,081	17	5	1,742	11	7
1835	3,922	9	5	5,661	14	4	1,739	4	11
	15,735	1	1	22,443	14	0	6,708	12	11

App. (C.) No. 8. The agent, commanders, and all the engineers and other officers, recommend the improvement of the packets, by lengthening them, and giving them increased power.

We would call the attention of your Lordships to the following statements of some of the captains employed upon this station.

Ibid. No. 11. "Had the steamers been the property of the commanders, as the sailing-packets formerly were, self-interest would have compelled them to alter the construction of the packets, and place greater power in the engines, to enable them to compete with the private steamers from Southampton to the Channel Islands."

Ibid. "The private companies running steamers to Guernsey and Jersey, have seen the necessity of giving additional power to their vessels, which were formerly of the same class as the Post Office steamers now are, and constantly alter and Ibid. No. 13. improve them, as the science of steam navigation increases."

Ibid. No. 11. The Post Office packets have remained without improvement, and serious loss appears to have ensued from passengers giving a preference to the private vessels from Portsmouth and Southampton, which are of superior power and speed.

Ibid. No. 12. It is stated that, independent of every other advantage which would be Ibid. No. 13. obtained by improving the packets, the saving in the consumption of coals would more than compensate the expense.

Notwithstanding the great distance of this station from Holyhead, the packets are sent there for repairs, which occasions much expense and inconvenience

from the length and uncertainty of the voyages, and the necessity they are under of laying in coals at some intermediate port. App. (C.) No. 8.

The voyage to and from Holyhead averages about ten days. "The expense attending sending vessels there from so distant a port as Weymouth might be avoided by having the repairs done at Portsmouth, which a packet could reach in a few hours; and if so disabled as to be unfit to proceed to Holyhead without first undergoing considerable repair at Weymouth, she might be towed to Portsmouth by one of the other packets, without any delay to the service." Ibid.

Suggestions have been made for extending and improving the post communication by means of the packets on this station. No letters for any part of France can be sent by the Weymouth packets.

A direct post communication with St. Malo or Granville would probably be productive of a considerable additional income from passengers, and the acceleration of the correspondence would be also attended with an increase of revenue, and afford a great convenience to the public. Ibid. No. 15. Ibid. No. 14.

There are no possible means of preventing the conveyance of letters by private individuals through Jersey to France, nor can it be expected that any precautions can prevent individuals from sending and receiving their correspondence in this manner, when, if put into the Post Office, it would have to pass through London and reach its destination *viâ* Dover. Ibid. No. 8.

The agent is of opinion that the Government packets at present on the station, if they had additional power, would be quite sufficient for maintaining a communication with the Channel Islands, and one of the ports on the French coast, twice a week. Ibid.

He is also of opinion that they would get the greater number, if not the whole, of the passengers that now go by the private steamers, and that the additional expense to the Post Office of sending the packets on from Jersey to St. Malo, or Granville, would be very trifling—"merely the increased expenditure of coals "and small stores proportionate to the additional number of hours the vessels "would be at sea." Ibid.

The correspondence between the Channel Islands, Bristol, Ireland, and the manufacturing districts in England, is much retarded, owing to the present circuitous route by which letters are sent to Bristol. An offer has been made to obviate this inconvenience, without any expense to the Post Office, by carrying the mails by the direct road from Weymouth to Bristol every morning. Ibid. No. 14. Ibid. No. 16.

Proposals have also been made for conveying the mails for the Channel Islands from Southampton, in place of Weymouth: and we have considered whether it would be advisable to recommend the removal of the packets from the present station to Southampton or Portsmouth. In a merely financial point of view, Southampton would, no doubt, be preferable; but we are of opinion, on account of the shortness of the sea voyage in a difficult navigation, that the present station ought to be retained, as the passage is likely to be made from Weymouth with greater certainty than from any other place. We refer your Lordships to the Report of Captain Stevens on this subject. Ibid. Nos. 21 & 22. App. (C.) No. 20.

The private steam-vessels at Southampton may advantageously be had recourse to for the conveyance of ship-letters to the ports to which they trade; and due notice ought to be given by the Post Office of their intention to send mail-bags regularly by them.

We think that the improvement of the packets, and the acceleration of the mail communication, especially with Bristol, would render Weymouth a very efficient packet station; and the charge for its maintenance would in all probability be reduced by the increased number of passengers.

We beg, in conclusion, to express to your Lordships our satisfaction at finding a system of control and management exercised over this station which is highly creditable to Captain Stevens, the agent.

MILFORD.

The establishment at Milford has been maintained at an expenditure which, as compared with the receipts, far exceeds that of any of the other Post Office stations.

From the 5th April 1824, to the 5th January 1836, the total receipts have amounted to £26,592. 1*s*. 6*d*., and the expenditure during the same period, has been no less than £220,986—showing a loss of £194,394.

The correspondence conveyed by the Milford packets has been so limited, and the expense of maintaining the station so very great, that we doubt if the benefits which have hitherto resulted from the Milford establishment are at all commensurate with the expense incurred for it. Letters for many of the towns in the south of Ireland are sent *viâ* Holyhead, although the distance is considerably shorter by Milford. The inefficient state of the packets, the consequent uncertainty of the passages which they make, and the want of any improvement in the inland communication, in a great measure account for this station being so little used for Post Office purposes.

App. (D.) No. 9. Ibid. No. 10. Ibid. No. 11. The same causes, added to the want of accommodation at Milford and Dunmore, and the great inconvenience of embarking in open boats in Milford Haven, appear to have prevented passengers from using this line of communication. With respect to the mode of obtaining the stores at this station, we shall quote the evidence of the officer placed in charge of it.

Ibid. No. 9. Captain Bevis, who was appointed agent in September last, says, "that on his "arrival there he was particularly struck with the irregular manner in which the "stores were supplied for the packets: that he considered the system adopted "by the Post Office the very worst possible. He felt assured that if the stores "were obtained by contract, in place of being always supplied by the same "tradesmen, a saving of full 30 per cent. would be effected, and a better "quality of stores received.

Ibid. "Putting economy altogether out of the question, Captain Bevis objects most "strongly to getting the stores from a tradesman here, and always from the "same person; inasmuch as it affords room for peculation, and puts the officers "of the establishment in contact with the tradesmen employed, in a manner "which ought not to exist in a Government department."

Ibid. No. 14. An old hulk, moored in the harbour, is used as a depôt for the coals and other articles in store. There is also on board of this ship a forge and workshops,

App. (D.) No. 14. where any small repairs are executed. A storekeeper resides on board, and superintends the receipts and issues of the stores. He was formerly mate of a packet: his salary was then £4 a lunar month, with provisions, which he

Ibid. estimated at £1. 8*s*. more. He now receives only £4. 4*s*. a month, without provisions. His duties are very arduous, and his salary seems quite inadequate to the

Ibid. responsibility of his situation. In addition to the superintendence of the receipts and issues of stores, he has all the smiths, boiler-makers, and other workmen under his control; some of whom receive salaries very much higher than his own.

Ibid. The average value of coals and other stores in charge at Milford is about

Ibid. No. 9. £2000. No part of these stores are supplied by contract.

The agent purchases coals when and where he thinks proper; and tallow, oil, cordage, and other small stores, which were formerly brought from Liverpool, are now bought from a tradesman at Milford, under the authority of the Post Office. The same tradesman is always employed.

Ibid. No. 14. "Mr. Davies (the storekeeper) thinks it would be much better for them to have

Ibid. "all their stores from the Dockyard, as they would be of the best quality, and "they would be sure of having the proper quantity delivered on board."

Ibid. No. 10. The packets employed at Milford are stated to be very deficient in power,

Ibid. No. 11. and not well adapted for the service.

Ibid. Captain Roberts says—"The Milford station, from being more exposed to the "western ocean than either Liverpool or Holyhead, ought to have vessels of a "class and power at least equal to any of the packets employed on the other "stations; whereas the vessels on the Milford station are very inferior to those "on the Liverpool and Holyhead stations."

Ibid. No. 4. Three of the packets have engines of 80-horse power, the remaining one, the Aladdin, has 100-horse power; while the Liverpool packets have engines of 175-horse power each.

Ibid. No. 12. Some trifling repairs are performed by the workmen at Milford; but in case a general refit is required, or any serious damage has been sustained, the vessels are sent to Holyhead.

One packet, the Aladdin, was taken off the station four times during the last year. In the early part of the season she was at Holyhead for six weeks, having new boilers put in, and in October and November three different times there, getting some repairs done to the machinery. App. (D.) No. 12.

With a naval yard immediately adjoining the Milford station, it appears extraordinary that no advantage should have been taken of the means which it afforded for repairing the packets.

"From the vicinity of the Dockyard at Pembroke, Captain Bevis is assured "that repairs would be much cheaper and better executed there than at Holyhead." Ibid. No. 9.

Captain Halland says—"Hobbs' Point Pier is close to the Naval Dockyard, "and were an arrangement made with the Admiralty for repairing the packets "there, a great saving of time and expense, now incurred by their being sent to "Holyhead, would ensue." Ibid. No. 10.

In the Report of the Select Committee of the House of Commons on Post Communication with Ireland, in 1832, it is stated that "Waterford is the natural "and direct line of communication between London and Bristol and the south "of Ireland; yet it has been so neglected as to be of little use. Letters from "Cork, Tralee, Limerick, and Wexford are sent by the circuitous route of Holy-"head to London and Bristol, although subject to extra postage, in order to "secure an earlier arrival." Report of the Select Committee of the House of Commons, on Post Communication with Ireland, pp. 23 and 24.

The Committee, with a view to place this line of communication on an efficient footing, recommended the improvement of the South Wales roads, and the establishment of better packets on the Milford station; and that all the correspondence from London and the south of Ireland should be sent for distribution to Waterford. They anticipated, if the alterations they proposed were adopted, that the mails might be expected in Waterford about noon, and by fixing the departure of the inland mails at seven P. M., ample time would be allowed for the arrival of the packets. The recommendations of this Committee were not attended to, and the station has been maintained, as we have already shown, at an enormous expense, in proportion to the receipts and the amount of correspondence transmitted by that line. Ibid. p. 25.

The necessity of having a permanent Post communication between the southern parts of England and Ireland having been fully admitted by successive Governments, we had only to consider in what manner this accommodation could be rendered of the greatest utility to the public; and if any change could be effected which would be likely to reduce the charge of its maintenance.

The number of steamers plying from Bristol to the ports of Cork and Waterford led us to inquire whether the mails might not be carried from the Bristol Channel; in which case a contract could probably be obtained on advantageous terms. We found, however, some great obstacles to this plan.

From the difficulties attending the navigation of the Bristol Channel, and the great additional length of the voyage, we apprehend that the passage could not be depended upon with that degree of certainty which is so essential in Post communication.

The Government has recently laid out a large sum of money for the purpose of improving the Milford Station. A pier has been constructed at Hobbs' Point, expressly for the Post Office packets, and every necessary accommodation for passengers has been provided.

We have been informed by Mr. Louis, that as soon as the coaches can travel by the new line of road from St. Clear's to Hobbs' Point, the mails may be put on board the packets by twelve o'clock at night, which will effect a considerable saving of time, as the packets do not leave Milford at present until four A. M. App. (H.) No. 19.

We have before adverted to the causes which appear to have deterred passengers from travelling by Milford. These will be entirely removed when the packets start from Hobbs' Point, where passengers, horses, and carriages can be embarked without any delay or inconvenience. App. (D.) No. 10.

At present there are no means of getting on board, except by walking across a wet beach, and getting into an open boat, in order to reach the packet, which lies at some distance from the shore; and the length of time required to get carriages and horses embarked has frequently delayed them a day, and has almost entirely prevented families from travelling by Milford. Ibid.

At Dunmore also there is a want of all proper accommodation for passengers; and we were informed that the harbour there has neither depth of water nor ca- Ibid. (D.) No. 18. Ibid. No. 13.

pacity sufficient for the reception of that class of packets best adapted for the station.

We therefore directed Captain Evans to ascertain whether it would be practicable to carry the mails direct to Waterford Quay.

App. (D.) Nos. 18, 28, 29, and 30.

From his report, and the testimony of the most experienced practical seamen acquainted with the navigation of the river, we are induced to believe that no difficulty will be found in running the packets up to the City of Waterford, and that all further expense on account of works at Dunmore may be avoided*.

We therefore recommend to your Lordships, that packets of that class and power which may be considered best adapted for conveying the mails with regularity and expedition, from Hobbs' Point to Waterford, should be placed on this station.

Your Lordships having agreed to sanction an advance of £7000 to enable the trustees of the Carmarthen road to complete the small portion of the work which now remains unfinished, we hope that in the course of a few months the coaches may be able to run to Hobbs' Point; and by having a superior class of packets on the station, we think the mail will arrive in Waterford by about ten A. M., and may be depended upon with certainty by noon.

This will enable a large correspondence for Cork, Limerick, and the south of Ireland, which is now sent *viâ* Holyhead, to reach its destination in less time, and with equal certainty as by the present route.

HOLYHEAD.

We have directed much of our attention to this establishment, which is by far the most considerable that is under the Post Office, comprising, as it does, a

App. (E.) No. 24.

packet station, through which the principal part of the Post communication between England and Ireland passes, and likewise an extensive yard, which has

Ibid. No. 71.

been formed for the manufacture of boilers, and the repair of the vessels and machinery of the packets on the Weymouth, Milford, Liverpool, and Port Patrick stations.

Since the union between England and Ireland, it has become especially important that the Government should provide some one station where a safe and speedy passage may be at all times secured as far as possible, and that the packets there should be maintained upon the most efficient footing; both with a view to the regular transmission of the mails, and to the comfort and accommodation of the passengers; nor are we disposed to recommend to your Lordships any reduction of expenditure which would interfere with the attainment of these objects.

Ibid. Nos. 62, 23, 31, 6, 62, 25.

There are at present six steamers employed in the conveyance of the mails between Holyhead and Kingstown; an extra steamer is laid up in ordinary. There are four sailing vessels which bring the coals required for the use of the steamers, and a cutter which has not been used for any public service for the last four years.

App. (H.) No. 27.

The inquiries of Mr. Gardiner and Captain Evans have been particularly directed to the state of the land establishment. We have already had occasion to call the serious and special attention of your Lordships to some of the evidence which they received; we now submit the whole to your consideration, together with that of the officers of the Post Office, who were particularly connected with this department. We must at the same time express our deep regret that such a state of things should have been found to exist in any branch of the public service.

The stores required at Holyhead are of large amount, and as there are no tradesmen in the town from whom they can be obtained, a supply is kept in store of all articles necessary for the maintenance of the packets on the station, the general repair of the vessels, the manufacture of boilers, and the repairs of machinery.

Appendix to 22nd Report of Revenue Commissioners, p. 437.

In April, 1830, a Return was made to the Revenue Commissioners of the value of stores in charge of the officers at Holyhead, and the cost was stated at £3363.

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* Since 1815 upwards of £100,000 has been expended on works at Dunmore.

They then expressed their surprise at the mode in which these stores were supplied; no part of them being obtained by contract, but an unlimited power given to the agent of addressing requisitions for stores to the deputy post-master at Liverpool, who supplied them. Appendix to 22nd Report of Revenue Commissioners, p. 20.

From a Return which we have obtained, it appears that the value of stores now in charge at Holyhead amounts to upwards of £12,000, and on inquiring of the agent whether the Post Office had not recommended that means should be taken for obtaining any part of the stores by contract, this officer stated that he had been at one time directed to make inquiries with a view to ascertain upon what terms coals could be supplied by contract, but that he found, from the terms proposed to him, that it would not be advantageous to procure them by contract. App. (E.) No. 115. App. (E.) p. 22.

A reference to the agent's own evidence, however, will show that the only parties to whom he then applied on the subject were the persons who had previously furnished the coals for the packets, and who have continued to supply them ever since. Ibid. p. 22.

All the stores, with the exception of coals and timber, are purchased by Mr. Banning, the postmaster at Liverpool, who is stated by the agent to be responsible for the quality and price of these stores—a responsibility which Mr. Banning disclaims. Ibid. p. 31. Ibid. No. 27. Ibid. (H.) No. 9.

Mr. Banning, although he admits his own incompetency to judge of the quality or prices of stores, and claims irresponsibility in respect of them, has nevertheless, by direction of the General Post Office, purchased them for the Holyhead station, and occasionally for the packets at Milford. The Post Office never having employed their own packet-agent at Liverpool for this purpose. Ibid. (E.) No. 109.

Mr. Banning receives no emolument for the service which he has thus performed. Ibid. (H.) No. 9.

The stores purchased at Liverpool are conveyed to Holyhead in vessels belonging to the resident engineer. Ibid. (E.) Nos. 32, 23, 52.

There are other vessels (equally seaworthy) trading regularly between Holyhead and Liverpool, but the agent did not employ them to convey Post Office stores, although the commanders had offered to carry them at a much lower rate of freight than was paid to the resident engineer. Ibid. Nos. 36, 52.

We cannot too strongly express our opinion of the impropriety of such a practice in any public department. We conceive that in all cases an officer of the Government should be prohibited from having any interest in the supply or freight of stores.

Some of the stores received from Liverpool are stated by the commanders and engineers to have been of very inferior quality; particularly the oil and tallow supplied for the engines, which were occasionally unfit to be used in the machinery, and offensive and disagreeable to the passengers. Ibid. Nos. 61, 87, 68, 69, 74, 75, 77, 72, 116.

Certificates from one of the tradesmen at Liverpool, who supplies these stores, have been transmitted to us by the Post Office, with a view to show that they were not of inferior quality; but, on referring to the evidence of Mr. M'Knight, it will be seen that these certificates do not apply to the stores complained of, but to stores which have been recently received at Holyhead. Ibid. No. 116.

It is stated that the stores for the use of the packets are generally issued to the mates and engineers, who keep pass-books in which every article they receive is entered. No receipts are given for such stores. Ibid. Nos. 58, 59, 32.

These pass-books, on being compared with the charges in the store-keeper's day-book, did not at all correspond; many articles being charged by the store-keeper as issued to the packets, which were not inserted in the pass-books. Ibid. Nos. 60, 117, 80, 81, 82, 83, 84, 85.

No account was taken of old stores returned into store from any of the packets or colliers; nor did it at all appear how they were disposed of. Nos. 59, 60, and 116.

The agent at Holyhead permitted the officers of the dock-yard to sell stores of every description to private individuals, or to purchase them for their own use. We understand that this practice, which we consider to be most objectionable, is strictly prohibited in his Majesty's naval yards. Ibid. Nos. 22, 32, 34, 55, 37, 72, 116, 23.

The resident engineer was also permitted to manufacture articles for his own private use and emolument in the dock-yard, to employ the workmen, and to take whatever materials he required from the government stores, using the iron which was entrusted to his own charge. He was also allowed to take coals from the stores, either for the purpose of working up his own materials in the dock-yard, or to dispose of to others. It is stated that he repaid the coals in kind, Ibid. Nos. 46, 72, 42, 43, 39, 116, 117. Ibid. Nos. 30, 39, 116. Ibid. Nos. 39, 30, 117.

but no account could be found of the quantity of coals he had sold or returned into store.

App. (E.) Nos. 42, 116. There was no muster of the artificers or workmen on coming into the dock-yard. "The accounts of the men employed were invariably put in by the "engineer or storekeeper just as they pleased." It appears that one man, who

Ibid. Nos. 116, 16, 47. had been absent in Scotland, was regularly entered in the engineer's books, as having been during that period daily employed in the dock-yard.

Ibid. Nos. 116. The whole of the artificers and labourers under the store-keeper received their wages from him at a public-house, kept by himself, in the town. The engineers and smiths received their wages from their foremen at different other ale-houses, instead of being paid at the agent's office or in the dock-yard. These foremen who paid them their wages kept the account of the time they were employed.

Ibid. Nos. 22, 34. The stores were left in a most unsafe and unprotected state. No watch was kept during the night, nor was there any person belonging to the establishment who resided near the yard.

Ibid. Nos. 34, 23, 116, 117, 23, 26. The timber was allowed to remain in an open field, without any brand or mark to distinguish it; and the number of keys which different people had of the dock-yard afforded access to the stores at all times. Great facility was thus

Ibid. No. 117. given for the commission of fraud and peculation. Stores might have been charged against the different packets or colliers to almost any amount, without the possibility of detection; and the permission granted to the resident engineer and storekeeper to dispose of stores to private individuals afforded them the opportunity of selling those stores for their own advantage without exciting immediate suspicion of fraud on their part.

22nd Report of Revenue Commissioners, p. 21. In the Report of the Commissioners of Revenue Inquiry in 1830, it is remarked that "the whole duty of superintendence over all the parts of the esta-"blishment at Holyhead appears to have been hitherto confided to the packet "agent, to whom, as has been already observed, it is intended to assign also the "direction of the newly formed 'engine department;' and besides these various "demands upon his attention, he is responsible for the proper Post Office duties, "as he holds likewise the situation of deputy-postmaster at Holyhead. The "competency of the same individual to discharge the whole of these duties "may be reasonably doubted."

The establishment has been, since the period of this Report, greatly enlarged, and the whole control of the packets, the dockyard, and stores, permitted to remain in the hands of the agent; who has, in addition to the duties of his own station, directed and superintended the repairs and alterations which have been made in the packets attached to the other stations.

App. (H.) No. 5. On examining the chief clerk in the secretary's office, we were informed that the agent was the person responsible for the issue of stores, and the good management and regularity of the station; but, at Holyhead, Mr. Goddard stated that

App (E.) No. 28. he "is not responsible for the issue of stores—for the receipt of stores—for the quality or price of stores—for the labour account—for the storekeeper's account —nor for anything connected with the engine department. There is not a single book kept in the dock-yard for the accuracy of which he can answer."

Ibid. (E.) No. 55. In the course of the inquiry at Holyhead, various instances were discovered, in which articles had been sold from the dock-yard by the resident engineer and storekeeper, and no account rendered to the Post Office of the produce of these sales. We found it necessary, in consequence of the communication which we received from our secretary of these frauds and other irregularities, to recommend to your Lordships that some trustworthy person might be immediately sent down to Holyhead to take charge of that establishment.

Mr. M'Knight, having been recommended by the Admiralty as a very efficient officer for this service, was directed by the Postmaster-General, in the first instance, to investigate in how far the cases affecting the resident engineer and storekeeper were to be attributed to fraud or to inaccuracy; when it appeared from his Report that he completely concurred in the conclusion to which we had come from the statement made to us, that there was no doubt as to frauds having been committed by both the officers in question.

App. (H.) No. 27. We also directed Captain Evans and Mr. Gardiner to make a special report of the state in which they had found the Holyhead station, which we laid before your Lordships, and at the same time recommended that the resident engineer and storekeeper should be immediately discharged.

159

We have received a report of the survey of Mr. M'Knight, and now lay it before your Lordships, together with his evidence. App. (E.) No. 115.

It has been impossible to trace the extent to which peculation has been carried, but from the statements he gives, there is every reason to suppose it must have been considerable. He says, that "the accounts of the receipts and issues are "so complicated as to afford no check on the remains in store; not one-half of "the things that are in the establishment, being made any return of whatever." Ibid. No. 119.

Mr. M'Knight also states that he has clearly proved an overcharge of 1000 tons of coals a-year to the packets; but that with respect to the other stores, he could find, in many cases, no books or accounts showing what remained, and "that, although he found by his survey what actually remained, he could not "tell what ought to have remained."

Since the report of Mr. M'Knight on the deficiency of coals at Holyhead, the agent has requested that the Postmaster-General will permit an allowance to appear in the accounts for waste, stating, as the ground for this application, "that it is a well-known fact that the wastage in this article, especially when it "is exposed to the open air, is very great." Ibid. No. 106.

If this statement of the agent's was correct, it would in some measure account for the great overcharge in coals; but the practice universally adopted in the Admiralty Yards, and the opinion of private dealers prove that there is no waste in issuing coals, but that, on the contrary, the reasons assigned by Captain Bevis (the present agent) as producing waste, would rather have made a surplus in the measurement. Ibid. No. 117.

We have also received another communication from the late agent, accounting for the deficiency in coals, by supposing that the quantity had been calculated in the survey by a different measure from that by which they were delivered into store. It appears, however, from Mr. M'Knight's evidence, that he used the identical tubs or measures on the survey, which had been before used in the delivery of the coals into store, and did not make his calculations with reference to the cubic contents of either the Imperial or Winchester bushel. Ibid. No. 117.

The four colliers which have been kept at Holyhead have been attended with a very considerable expense, amounting to £10,802. 13*s*. 4$\frac{3}{4}$*d*. in the last five years. There is no check kept on the issue of stores for their repairs and maintenance. Ibid. No. 8.

The master and crews do not receive wages, but are paid 3*s*. 3*d*. for every ton of coals they deliver.

The system of keeping vessels for the conveyance of the coals appears to us very injudicious; as we have no doubt that they could be obtained at less expense by contract. We agree with the opinion expressed by the Commissioners of Revenue Inquiry, "that vessels retained for such purposes, whether "employed or not, must require a superintendence quite foreign to the duties of "the Post Office, which could only be properly exercised by distinct establish-"ments, and that in the employment of them, much opportunity of abuse must "be afforded." 22nd Report, p. 19.

With respect to the receipt and issue of oil, a large quantity of which is required for the packets, we find that irregularities have taken place, a full account of which will be found in the evidence appended to this Report. App. (E.) No. 116.

In establishing steamers on the Holyhead station, in 1822, the Post Office did not follow the recommendations at that time made by the most eminent engineers of the day, with respect to the power and class of vessels best suited for the service. Improvements have, from time to time, been made in the Holyhead packets, but they are deficient in power, and some of them, as appears from the statements of the commanders, inferior in other respects. The last new vessel, the Gulnare, which was built in one of the Admiralty yards, in point of strength and construction was superior to any of the other packets, but the power is not well proportioned to the tonnage of the vessel. App. (H.) No. 25. App. (E.) Nos. 63, 64, 65, 67, 68, and 69. Ibid. No. 66.

The comfort and accommodation of passengers, which has been so much attended to in the construction of the Liverpool packets, in consequence of the opposition of the private companies, does not appear to have been sufficiently regarded at Holyhead. We find it stated in the evidence of one of the commanders, "that the accommodation at present is very inferior, especially for ladies,—very little attention has been paid to their comfort; and the Holyhead packets do not even carry a female steward, which every merchant vessel, carrying passengers, does." App. (H.) No. 25. App. (E.) No. 113. Ibid.

App. (E.) No. 67. The stewards receive no salary, but expect a gratuity of 3*s.* 6*d.* from each passenger. On the Liverpool station, the steward's fee is included in the fares.

App. (H.) No. 25. We consider the practice of employing stewards without a salary, and requiring passengers to pay them, to be liable to much objection.

App. (E.) No. 111. It has been represented to us, in a Memorial which we have received, "that it would be a very great convenience to the public if an agent were appointed in Dublin for the Holyhead mail-packets, at whose office berths could be secured by passengers, and from whom the information necessary for travellers could be obtained." The Post Office have now an agent for the Liverpool packets in

App. (H.) No. 25. Dublin, and the interest which the commanders have in the receipts induces them also to take every pains to get passengers to go by their vessels. It might be well to appoint some person, with a small salary, to give the necessary information with respect to the Holyhead steamers.

We have considered whether it would be advisable to discontinue the morning packet between Holyhead and Kingstown, but are not prepared to propose to your Lordships any change which would render this station less efficient than it is at present. The day-mail from Kingstown to Holyhead ensures the arrival of all the correspondence from the interior of Ireland in time for the despatch to London by the mail of the following morning, whilst the Dublin correspondence,

App. (E.) Nos. 16 and 17. which is conveyed by the night packet, is delayed, in consequence of late arrivals, about twenty times a-year on an average. We should not, however, on this account, nor for the sake of the correspondence alone arriving by the Chester mail, deem it necessary to maintain a double line of packets from Holyhead to Kingstown; but when we consider the large sums of money that have been expended on the Holyhead road and harbour, in order to improve the communication between this country and the seat of government in Ireland, we certainly hesitate to suggest to your Lordships a reduction in the establishment at Holyhead, which might prove a great inconvenience to passengers, without producing any corresponding reduction in the expenditure. We, therefore, recommend the

App. (H.) No. 25. continuance of the morning packet. We would, at the same time, call your Lordships' attention to the evidence of Sir Henry Parnell, relative to establishing a regular communication between London and Dublin every twelve hours. We have reason to suppose that such an arrangement might be effected without much expense, by means of one of the post-coaches.

We have received various returns connected with the Holyhead station, but, from the manner in which the accounts were kept, we fear they cannot be entirely depended upon. This observation, we regret to say, applies to many of the returns connected with the packet establishments.

From the statements of the receipts and expenditure since the establishment of steamers on the station, it would appear that up to the year 1826, when the Post Office established packets of their own at Liverpool, the receipts at

App. (E.) No. 5. Holyhead considerably exceeded the expenditure. From 1821 to 1827 the total receipts amounted to 99,604*l.* 13*s.* 10*d.*, and the expenditure to 69,494*l.* 3*s.* 7*d.*

Ibid. Nos. 4, 5. From 1827 to 1836 the receipts have been 98,048*l.* 3*s.* 2*d.*—the expenditure 217,787*l.* 7*s.* 4*d.*—leaving a loss of 119,739*l.* 4*s.* 2*d.*

We have thought it right to insert two letters from Captain Goddard, the late agent at Holyhead, to Mr. Freeling,—although they do not appear to us to impugn, in any material respect, the animadversions which have been made on the manner in which that establishment was conducted.

LIVERPOOL.

The Commissioners of Revenue Inquiry investigated all the circumstances which led to the establishment of Post Office packets at Liverpool. On referring to their Report, and taking into consideration the means which existed for the conveyance of the mails by private steamers, we have come to the conclusion that it would have been greatly to the interest of the revenue to have accepted

App. to 22nd Rep. of Rev. Com. p. 200. the proposals made by the City of Dublin Company in 1826. The Company, at that time, were willing to undertake the conveyance of the mail from Liverpool to Dublin, leaving the remuneration for such service to the consideration of the Lords of the Treasury, should it merit any beyond the relaxation of certain harbour and light dues remitted to packets carrying the mails.

The expense of this station, since the year 1826, has exceeded the receipts by 59,088*l.* 4*s.* 4½*d.*; and the original cost of the four mail packets and the tender amounted to 77,803*l.* 12*s.* 10*d.* Allowing only 10 per cent. on this latter sum for interest of money and depreciation in value of the vessels, the total expense would average nearly 14,000*l.* a-year. App. (F.) No. 2.

It was impossible to make any investigation relative to the accounts at this station, as the books had been removed by Mr. Richardson, who was dismissed some months ago in consequence of having committed a series of frauds on the tradesmen employed for the supply of stores. The system appeared to have been extremely irregular. Mr. Richardson was employed in trade himself,—"he had considerable business as a shipping agent, and at one time had two steamers of his own. Great part of the Post Office accounts were mixed up with his own private transactions."

The Liverpool packets have greater power and are of a better class than any others belonging to the Post Office, and the accommodation for passengers is of the best description. Mr. Williams, the Chairman of the Dublin Steam Packet Company, states—"Two of the packets are conceived by the public now to be inadequate, though at first they were not so; and that impression has arisen out of the change of public feeling as to the size and power requisite for packet vessels." Ibid. No. 16.

Captain Philipps and Captain Emerson, the commanders of these two packets, are "decidedly of opinion that unless these two vessels are replaced by others of a superior class, the Post Office revenue must suffer greatly by any private Company placing packets on the line, which they have reason to expect is now contemplated. The average passage of the Etna and Comet is fourteen hours and twenty minutes; with superior vessels the passage would not average twelve hours." Ibid. No. 14.

The receipts from the Post Office packets between Liverpool and Dublin must always be very precarious, in consequence of private Companies having powerful steamers on that line; and, as the private steamers depend principally on the freight, and not on passengers, they are enabled to oppose successfully the Post Office packets, by establishing a low rate of fares.

Mr. Freeling, with a view to prevent hostile competition, entered into an arrangement, on the part of the Post Office, with the City of Dublin Company in 1826. The terms of this arrangement are stated to have been, that "the Company were not to lay themselves out for cabin passengers, but to consider their principal business to consist in the conveyance of merchandise, cattle, and deck passengers." The Post Office agreed to confine their packets exclusively to the conveyance of cabin passengers, and to carry all proprietors of the City of Dublin Company free of expense. The Post Office seem to have adhered strictly to the terms imposed upon them, and, up to the 31st of October last, had conveyed 11,313 persons free of charge, as proprietors of the City of Dublin Company. The number of free passengers has been increasing every year, and considerably exceeded, in ten months of last year, the total number in any one of the former years. The terms on the part of the City of Dublin Company are not very definite; but, whatever may have been their precise import, the Company has, since the period when the arrangement was entered into, advertised for cabin passengers, and occasionally fixed their fares at about one-half what the Post Office charged. Ibid. No. 16. Ibid. No. 16.

This arrangement may have been advantageous to the revenue, and had the effect of preventing injurious competition; but we are of opinion that it is most objectionable that a public department should be placed in such a position as to render it necessary to enter into an agreement of this nature with private individuals.

The improvements in steam navigation, and the strong feeling of the public in favour of saving time, has led the private companies to increase the power of their engines: and all the new steam vessels that are at present building, are intended to have a much larger power than even twelve or eighteen months ago was thought advisable. The steam vessels at Liverpool now building for carrying goods will, in this respect, be very superior to the Post Office packets. Ibid. No. 17.

It becomes, therefore, necessary to consider whether it would be expedient on the part of the Government to build new vessels for the Liverpool station, or take advantage of the improvements which have been made, by entering into a contract with a private company. If sufficient notice was given of the intention of the Government to throw open any part of the packet service to contract, we have reason to believe that there would be a sufficient competition to ensure the

contract being taken on terms very advantageous to the Government, as compared with the present expensive establishment.

App. (F.) Nos. 12, 18, and 19. We directed our secretary to make some inquiries on this subject at Liverpool and the Clyde; and refer to the communications made to him with respect to the conveyance of the mails from Liverpool; in one of which the manager of the City of Dublin Company says, "I would propose, for the purpose of avoiding the great expenditure on the present mail packet establishment which so far exceeds its receipts, and the object being to save the expense of maintaining that establishment in Liverpool, that this Company would undertake to work the present Post Office vessels, and perform the identical service now performed by them, and in an equally efficient manner, without any expense whatever to the Post Office, beyond that of their agents in Liverpool and Dublin. As, however, two of the present mail packets are of inferior power and efficiency, and it would be necessary to supply their places with others, so as to be equal to any rival vessels that might be brought on the station, this Company would undertake the mail service with two only of the packets now in use (the Dolphin and Thetis), supplying from their own fleet as many additional vessels as the service would require."

Ibid. No. 9. The commanders on this station have salaries of 400*l.* a-year, and an allow-
Ibid. No. 12. ance of 2*s.* for each passenger they carry, "in accordance with a private agreement entered into with Mr. Freeling." It is stated, that from these allowances they find cabin attendance and keep up the stock of cabin stores. Their total income derived from the Post Office exceeds considerably that of the commanders on any other station, with the exception of Dover—in addition to which three of them receive half-pay as naval officers.

App. (A.) No. 9. Your Lordships will, from the returns, observe that the salaries of the agents and commanders at the different stations vary greatly, nor do they appear to have been fixed with reference to the length of service, the rank of the officers, or the nature of the duty which they have to perform.

We do not, however, wish to make any suggestions to your Lordships with respect to the proper remuneration for the officers employed in the packet service, being of opinion that the whole establishment must be entirely remodelled, and that all the minor arrangements ought to be made under the directions of the Board of Admiralty.

PORTPATRICK.

App. (G.) No. 2. There are only two packets attached to this station, and the total expenditure for the last four years has been 15,502*l.*, the receipts during the same period 6505*l.*

The stores are supplied and the accounts checked in the same irregular manner which we have had occasion to notice in our observations on several of the other establishments.

The commander and officers of the packets are not held in any way responsible for the stores assigned to their vessels; they have no regulations with
Ibid. No. 15. respect to the receipt or issue, and the agent "is of opinion that it would be most desirable to adopt the system pursued by the Admiralty, not only with respect to stores, but in all other matters connected with the maritime branch of the Post Office department."

Ibid. Nos. 11, 12, 13, 16, 17, 18, 19, and 20. We have received much evidence on the inconvenience alleged to be experienced in Portpatrick and Donaghadee as steam packet stations, and upon the propriety of transferring the Post Office establishment to other points, to which we beg to call your particular attention. We have already noticed this subject in a report to your Lordships, and are inclined to believe, especially from the testimony of the captains of the packets, that notwithstanding the great expenditure which has taken place on the present stations, it would be expedient to substitute others for them, and that it would be well worthy your Lordships' consideration whether Larne and Cairn Ryan could not at a small expense be rendered available for this purpose.

Having now brought under the consideration of your Lordships the general system upon which the Packet Department is conducted, as well as the present

state of the Establishments at the several stations, we shall proceed to suggest such alterations as appear to us best calculated to promote the efficiency of this branch of the public service, as well as to protect the interests of the Revenue.

After the statements which we have submitted to you, it is scarcely necessary for us to call your attention to the total inadequacy of the existing system to ensure efficient service, strict economy, and regularity of accounts. It must be obvious to your Lordships that the control exercised over the steam-packet establishment on the part of the General Post Office has been completely nugatory in all these respects. The evil consequences which have resulted at the different stations, from the absence of all proper superintendence, are detailed in the evidence which is before you, and in the analysis which we have made of it. They appear to us to offer a strong confirmation of the truth of the remark made by the Commissioners of Revenue Inquiry, that "there is a serious objection to the maintenance of establishments under the nominal sanction of His Majesty's Postmaster-General, which, persons who may be suitably employed in the duties properly belonging to the Post Office cannot be supposed to be well qualified to superintend." 22nd Report, p. 81.

After attentively considering the various modes which have, at different times, been suggested, in order to ensure the better performance of this service, we are of opinion, in the first place, that it should as much as possible be reduced in extent by contracting for its performance wherever it can be done on suitable conditions; and secondly, that the remainder should be placed under the management of the Board of Admiralty.

We are so convinced of the advantages which a system of contract must generally secure to the public over one of establishment, however well conducted, that we wish we could have felt justified in recommending that it should be universally and immediately adopted; but we are satisfied that, notwithstanding the great and rapid extension which has taken place in the private steam navigation of this country, it would not as yet be safe and expedient to throw open to competition at once all the six stations which are now maintained at the public expense. Although, therefore, we are not prepared to recommend at present the general adoption of a system of contract, we think that it may without delay be had recourse to partially with great advantage; and we offer this suggestion with the less hesitation because, while some packet establishments are still maintained, a sufficient check will always be in readiness in case the contractors should attempt to force the Government into an agreement disadvantageous to the public.

If your Lordships should be inclined to accede to this suggestion, we would point out Liverpool as a station where a contract could probably be obtained on satisfactory conditions.

We have stated that we advise your Lordships to propose to the Lords of the Admiralty to undertake the management of the steam-packet establishments; we conceive that the business and expenditure of the stations, the building, outfit, and maintenance of the vessels, the care of the stores, the appointment of the commanders, and the navigation of the packets, will be much better placed under the control of a department conversant with such subjects than under one which possesses no practical knowledge or experience in them; and we believe that such a transfer would be preferable both with respect to efficiency and economy, to an attempt to introduce into the General Post Office officers acquainted with dock-yards and steam-vessels, for the purpose of superintending this particular service. We trust that under this arrangement it may be found practicable to effect any considerable repairs, which the packets may require, in the King's naval yards, and that consequently the expensive establishment which is kept up for that purpose at Holyhead may be greatly reduced, if not altogether abandoned.

It is obvious that if the alteration of system which we have proposed is carried into effect, it will nevertheless be necessary that the steam-packets should, in certain respects, be under the control of the Post Office. This Department must have the discretionary power of regulating the hours of departure, and must be authorized to receive the reports of the agent whenever the mail may have been delayed.

Although this divided control may appear to be liable to objection, yet we believe that it need occasion no practical inconvenience; but that regulations may, without difficulty, be framed which will enable the two departments to act together in promoting the efficiency of the service.

We have taken great pains to ascertain what description of vessels would generally be best adapted to the service of the Post Office. Your Lordships will find in the evidence much valuable information on this point. The concurrent testimony of almost all the practical men whom we have examined, induces us to recommend the use of a larger class of vessel and a greater power of machinery in proportion to the tonnage, at every station, not only as a means of ensuring the greater efficiency and regularity of the Service, but because we are satisfied that the example of private companies in this respect is in itself a sufficient guarantee of the ultimate economy of such improvements.

App. (H.) No. 25. It has been stated to us that much inconvenience has been felt by the public from their not knowing the time fixed for the departure of the Post Office packets, and that when persons are at a distance from the station, this information is with difficulty procured. Private companies usually make their hours of departure known by means of advertisements, but the Post Office has a great advantage in this respect, since it possesses in every town and many villages a house where, without any additional expense, this information might be deposited for the convenience of the public.

With regard to the passage fares at the different stations, wherever the service is conducted by a public establishment, we would recommend that the rates should be fixed by the Post Office with the concurrence of the Treasury, and that no fees of any kind, in addition to the sum so fixed should be allowed to be received. We are also of opinion that the salaries of the officers of the packet service ought to be revised by the Lords of the Admiralty, and that these charges, as well as the rest of the expenditure incurred by them for the Post Office, should be annually submitted to Parliament in the Navy Estimates.

Your Lordships will find in the Appendix a Letter addressed by Mr. Freeling to the Postmaster-General, and communicated to us, on the subject of the Holyhead station, as well as a reply by Mr. Gardiner and Captain Evans to some animadversions which it contains on their Report. We think it unnecessary to make any other observation on the statement of Mr. Freeling, except to say, that we feel persuaded that your Lordships will find in it the strongest confirmation of the opinion we have expressed of the total inadequacy of the existing system of control over the steam-packet establishments on the part of the Post Office, and of the evils which must be expected to result from accumulating in the Secretary's office such a variety of incongruous duties and powers.

We desire, in conclusion, to state to your Lordships that if the steam-packet department is transferred to the Admiralty, and you are disposed to act upon the recommendation we made in a previous Report, to substitute a Board of Commissioners for the office of Postmaster-General, we are of opinion that three Commissioners will be sufficient to execute the duties which will devolve upon them.

DUNCANNON.
H. LABOUCHERE.
SEYMOUR.

Office of Woods, April 30, 1836.

165

LIST OF APPENDIX

To the Sixth Report of the Commissioners appointed to inquire into the Management of the Post-office Department.

APPENDIX (A.)—*General Returns.* Appendix (A.)

No. 1. A Return of the Total Receipts and Expenditure of the Packet Stations from 5th January 1832 to 5th January 1836.

No. 2. A Return of the Prime Cost and Outfit of all Vessels in the Employment of the Post-office.

No. 3. A Return of the Number of Vessels propelled by Steam that have been employed, and that are now employed, or building, or repairing, under the orders of the Post-office, specifying the Service in which they have been engaged, the Tonnage, and Horse-power of each.

No. 4. A Statement of the Amount paid for Repairs of all Vessels in the Employment of the Post-office during each of the last Four Years, so far as the same can be made out from the Books of the Accountant General.

No. 5. An Account for each Station, showing the Salaries of each Commander, Mate, and Engineer of a Steam Vessel, and also the Fees or other Allowances received by them.

No. 6. A Statement of the Names, Salaries, and Allowances of the Post-office Packet Agents in the United Kingdom, and in Places Abroad, in the Year 1834: also, a Statement of the Names, Salaries, and Allowances of Postmasters in Places Abroad in the Year 1834.

No. 7. A Return of the Superannuation, or Retired Allowances, already granted to Persons who have been employed in the Packet Service as they stood on the 5th of January 1835.

No. 8. A Return specifying the principal Heads of Expenditure of the Sum of £114,267. 12*s.* 8*d.* stated to be the Expense of the Packet Service for the Year ended 5th January 1834.

No. 9. A Return of the Names of the Commanders of the Post-office Packets, the Dates of their Entry into, and their Rank or Seniority in the Post-office Service, the capacity in which they were first employed, their Rank (if any) in the Navy, and their Total Amount of Pay and Emoluments in each Year from 5th January 1831 to 5th January 1835.

APPENDIX (B.)—*Dovor.* Appendix (B.)

No. 1. Return of the Number of Persons employed, the Amount of Pay and Emoluments of each, and a Description of the Duties which they perform.

No. 2. Return of the Prime Cost and Outfit of the Post-office Packets on the Dovor Station, and the Amount paid for Repairs of the Packets on that Station during each of the last Three Years.

No. 3. Return of the Tonnage, Dimensions, Power, &c. of His Majesty's Packets on the Dovor Station.

No. 4. An Account of Voyages by His Majesty's Packet Crusader, from 1st January to 16th September 1835.

No. 5. An Account of Voyages of the Firefly from 1st January to 16th September 1835.

No. 6. An Account of Voyages of the Ferret from 1st January to 16th September 1835.

No. 7. Return of the Number of Passengers, Horses, Carriages, &c. conveyed by His Majesty's Steam Packets between Dovor and Calais, and Dovor and Ostend, in each of the last Four Years.

No. 8. Return of Fares charged by His Majesty's Packets between Dovor and Calais, and Dovor and Ostend.

No. 9. An Account of the Number of Tons of Coal consumed by each Steamer on the Dovor Station during the last Three Years: and an Account of the Quantity of Coal purchased by the Agents at Dovor, Calais, Ostend, &c., and the average Price paid.

No. 10. Statement of Gratian Hart, Esq.

No. 11. ,, Captain Hamilton.

No. 12. ,, Mr. Norwood.

No. 13. ,, ,, Lyne.

No. 14. ,, ,, Smithett.

No. 15. Letter ,, ,,

No. 16. Statement of Captain Sherlock.

No. 17. ,, ,, Mudge.

No. 18. ,, Mr. Selater.

No. 19. ,, ,, Hare.

No. 20. ,, ,, Knight.

No. 21. ,, ,, Brayley.

No. 22. ,, ,, Llanlis.

No. 23. ,, Messrs. Ismay and Wood.

No. 24. Extract from Statement received from Captain Le Gros.
No. 25. Letter of Monsieur Benard.
No. 26. Statement of Mr. Cass.
No. 27. ,, Monsieur Doussaint.
No. 28. Copy, Treaty dated 14th June 1833, for the Conveyance of Letters between England and France.
No. 29. Copy, Treaty dated 17th October 1834, for the Conveyance of Letters between Great Britain and Belgium.

Appendix (C.)

APPENDIX (C).—*Weymouth.*

No. 1. Return of the Number of Persons employed on the Weymouth Station, Amount of Pay and Emoluments, and Description of Duties which they perform.
No. 2. Return in detail of the Draught, Tonnage, Measurement, and Particulars of every Part of the Steam-Packets, Flamer, Watersprite, and Ivanhoe.
No. 3. Return showing the Expenses of the Ivanhoe from 5th April 1833 to 5th January 1835.
No. 4. ,, ,, Flamer ,, ,,
No. 5. ,, ,, Watersprite ,, ,,
No. 6. Return of the Number of Passengers, &c. &c. conveyed between Weymouth and Guernsey and Jersey in the Years 1832, 1833, 1834, and 1835.
No. 7. Table of Fares now charged for Conveyance of Passengers, &c. &c.
No. 8. Statement of Captain Stevens, dated 28th September 1835.
No. 9. ,, ,, 1st October ,,
No. 10. ,, Captain White.
No. 11. ,, ,, Living.
No. 12. ,, Messrs. Roberts and Vivian.
No. 13. ,, Messrs. Witham and Pearman.
No. 14. Letter from Mr. Harvey, Postmaster of Weymouth, to Mr. Gardiner.
No. 15. ,, Mr. Elliot to Mr. Gardiner.
No. 16. ,, Mr. Scott ,,
No. 17. ,, Captain Living, with Statement of G. W. Le Geyt, Esq., Postmaster, Jersey.
No. 18. Statement of G. W. Le Geyt, Esq.
No. 19. Letter from Captain Stevens, to J. R. Gardiner, Esq., dated 11th March 1836.
No. 20. ,, ,, ,, 14th March 1836.
No. 21. ,, ,, ,, 4th February 1836, with Letter from the Widow of the late Agent.
No. 22. Letter of Mr. De Buck, Secretary to the British and Foreign Steam-Navigation Company, dated 21st January 1836.
No. 23. ,, ,, dated 23d February.

Appendix (D.)

APPENDIX (D).—*Milford.*

No. 1. A List of the Persons employed in the Post-office Establishment at Milford.
No. 2. An Account of the Receipt and Expenditure of the Milford Station for Four Years ended 5th January 1835.
No. 3. Return of the Prime Cost and Outfit of the Post-office Packets on the Milford Station, and the Amount paid for Repairs of the Packets on that Station during each of the last Three Years.
No. 4. Return of the Draught of Water, Tonnage, Power, Dimensions, &c., of the Steam Packets on this Station.
No. 5. Return of the Number of Passengers, Horses, Carriages, &c., conveyed by His Majesty's Steam Packets between Milford and Dunmore in each of the last Four Years.
No. 6. A Table of Fares now charged at the Milford Station.
No. 7. A List of the Towns in Ireland, the Correspondence for which is sent by the Post-office *viâ* Holyhead, if not otherwise directed, although the Distance would be shorter by Waterford; the Difference of Distance between the two Routes of Holyhead and Waterford; and the Increase of Postage in consequence of the Correspondence being sent by Holyhead.
No. 8. A List of the Towns in Ireland for which Letters from London, if not directed by any other Route, are transmitted *viâ* Waterford.
No. 9. Statement of Captain Bevis.
No. 10. ,, ,, Hallands.
No. 11. ,, ,, Roberts.
No. 12. ,, ,, Hammond, dated 14th October 1835.
No. 13. ,, ,, ,, 17th ,,
No. 14. ,, Mr. Davies.
No. 15. ,, ,, Devereux.
No. 16. Letter from Captain Chappell to Captain Evans and Mr. Gardiner.
No. 17. ,, ,, George Evans to Lord Duncannon, with Report on Waterford River.
No. 18. Report of Captain George Evans on Waterford River.
No. 19. ,, on Messrs. Carter and St. Leger's Chart of Waterford River.
No. 20. Resolutions of the Chamber of Commerce of Waterford.
No. 21. ,, Harbour Commissioners of Waterford.
No. 22. ,, Chamber of Commerce of Limerick.

Appendix (D.) *continued.*

No. 23. Letter from Mr. Parsons, Postmaster, Waterford, to Mr. Gardiner.
No. 24. Statement of Mr. M'Namara, Postmaster, Limerick.
No. 25. Letter from the Postmaster-General to the Treasury, with Captain Chappell's Report.
No. 26. ,, ,, Post-office Commissioners, with Copy of ditto.
No. 27. Report of Captain Chappell on Dunmore Harbour.
No. 28. Letter from Captain W. Evans, Commander of His Majesty's Packet Vixen, dated 12th February 1836.
No. 29. Letter from Captain W. Evans, dated 3d April 1836.
No. 30. ,, Bailey to Captain W. D. Evans.
No. 31. ,, W. Evans, dated 8th April 1836 to Captain George Evans, R.N.
No. 32. Captain George Evans's Reply to Captain Chappell's Report.

APPENDIX (E).—*Holyhead.*

Appendix (E.)

No. 1. The Number and Names of all Persons employed *at Sea* on the Holyhead Packet Establishment, with their Salaries and Allowances.
No. 2. Ditto *on Shore.*
No. 3. The Prime Cost and Outfit of the Vessels employed by the Post-office on the Holyhead Station.
No. 4. Account of the Receipts and Expenditure of the Holyhead Station during the Years 1821 to 1831, inclusive.
No. 5. Ditto, during the Years 1832, 1833, 1834, and 1835.
No. 6. All Vessels attached to the Holyhead Station, and not now employed in the Conveyance of the Mails.
No. 7. Account of the Expenditure of all Vessels on the Holyhead Station (exclusive of the Mail Steamers) from 5th January 1831 to 1st February 1836.
No. 8. Expense of the Colliers at Holyhead for the Years 1831, 1832, 1833, 1834, and 1835.
No. 9. The Draught of Water, Length, Breadth, &c. &c., of His Majesty's Packets on the Holyhead Station.
No. 10. The Number of Passengers, Horses, &c., conveyed by Post-office Steam-Packets between Holyhead and Dublin in each of the last Four Years.
No. 11. Ditto from 10th October 1832 to 10th October 1835; and the Number of Tons of Coals consumed by each Steam-Packet on the Holyhead Station during the same period.
No. 12. A Table of Fares for Passengers, Horses, Carriages, &c.
No. 13. Amount of Passage Money received on board the Packets on the Holyhead Station in 1831, 1832, 1833, and 1834.
No. 14. Receipts for Freight of Parcels in 1831, 1832, 1833, and 1834.
No. 15. Number and Names of Packet Wherrymen, their Pay and Emoluments, and Nature of their Employment.
No. 16. The Days on which the Packets did not arrive in time for the London Mail in the Years 1831, 1832, 1833, 1834, and 1835.
No. 17. Return of the Arrival of the Packets from Kingstown too late for the Dispatch from Holyhead by the Morning Mail in 1834 and 1835.
No. 18. Account of Expenses for Repairs of Vessels at Holyhead, not belonging to that Station, from 5th January 1831 to 5th January 1835.
No. 19. The Names of all Vessels under Repair at Holyhead from 5th January 1831 to the present time, with the Nature of the Repairs done, &c.; and the Expenses incurred for the Repairs of the Vixen during the period she has been in the Post-office Service.
No. 20. Rates of Freightage of Stores from Liverpool.
No. 21. Tender made by Owners of Private Traders for Freightage of Stores.
No. 22. Statement of Mr. Goddard, taken 17th November 1835.
No. 23. ,, ,, ,, 19th ,,
No. 24. ,, ,, ,, 20th ,,
No. 25. ,, ,, ,, 5th December 1835.
No. 26. ,, ,, ,, 7th ,,
No. 27. ,, ,, ,, 10th ,,
No. 28. ,, ,, ,, 14th ,,
No. 29. ,, ,, ,, 22d ,,
No. 30. ,, ,, ,, 24th ,,
No. 31. ,, Mr. Rowland Roberts, taken 13th November 1835.
No. 32. ,, ,, ,, 16th ,,
No. 33. ,, ,, ,, 17th
No. 34. ,, ,, ,, 19th ,,
No. 35. ,, ,, ,, 1st December 1835.
No. 36. ,, ,, ,, 4th ,,
No. 37. ,, Mr. Robert Roberts, ,, 19th November 1835.
No. 38. ,, ,, ,, 21st December 1835.
No. 39. ,, ,,
No. 40. ,, ,,
No. 41. ,, ,, ,, 8th February 1836.
No. 42. ,, Owen Thomas, ,, 6th December 1835.

No. 43. Statement of Richard Parry, taken 6th December 1835.
No. 44. ,, Richard Rowland, taken 21st December 1835.
No. 45. ,, Hugh Hughes, ,, 5th ,,
No. 46. ,, John Griffith.
No. 47. ,, Hugh Douglas, ,, 19th November 1835.
No. 48. ,, Owen Thomas and others, taken 11th January 1835.
No. 49. ,, William Hughes, ,, 5th March 1836.
No. 50. ,, Rowlands and Hughes.
No. 51. ,, Mr. Cuthbert Simpson.
No. 52. ,, Price and Parry, ,, 4th December 1835.
No. 53. ,, Lloyd and Parry.
No. 54. ,, David Griffith, ,, 28th ,,
No. 55. ,, Hugh Williams, ,, 17th ,,
No. 56. ,, ,,
No. 57. ,, Captains of Holyhead Packets, taken 16th December 1835.
No. 58. ,, Mates of do. ,, 23d ,,
No. 59. ,, Engineers of do. ,, 20th ,,
No. 60. ,, Masters of the Colliers, ,, 16th ,,
No. 61. ,, Captain Duncan.
No. 62. ,, G. E. Davis, ,, 18th November 1835.
No. 63. ,, Captains Davis and Owen, ,, 20th ,,
No. 64. ,, Captain Davis, ,, 3d December 1835.
No. 65. ,, Grey.
No. 66. ,, Captain Grey and Mr. Hugh Hughes, 7th ,,
No. 67. ,, Captain Moon.
No. 68. ,, Owen, 11th ,,
No. 69. ,, Wadling, 11th ,,
No. 70. ,, Commanders of Post-office Packets ,, 10th January 1836.
No. 71. ,, Mr. Johnstone, ,, 17th November 1835.
No. 72. ,, ,, ,, 5th December 1835.
No. 73. ,, John Wood, ,, 9th ,,
No. 74. ,, ,,
No. 75. ,, William Blundell, ,, 7th ,,
No. 76. ,, Richard Martin, ,, 10th ,,
No. 77. ,, James Harvey, ,, 7th ,,
No. 78. ,, George Greenough, ,, 26th ,,
No. 79. ,, Joseph Green, ,, 19th ,,
No. 80. Account of Stores not entered in Pass-books, but charged by the Storekeeper against the Vessel Dragon in 1835.
No. 81. ,, ,, against Cinderella.
No. 82. ,, ,, ,, Escape.
No. 83. ,, ,, ,, Gulnare.
No. 84. ,, ,, ,, Harlequin.
No. 85. ,, ,, ,, Wizard.
No. 86. Vestry Case relative to rating Post-office Stores.
No. 87. Letter from Captain George E. Davis to J. R. Gardiner, Esq., dated 9th December 1835.
No. 88. ,, G. H. Freeling to Mr. Goddard ,, 26th ,,
No. 89. ,, Mr. Goddard to Mr. M'Knight ,, 29th ,,
No. 90. ,, Mr. M'Knight to Mr. Goddard ,, 29th ,,
No. 91. ,, ,, J. R. Gardiner, Esq. ,, 29th ,,
No. 92. ,, ,, ,, ,, 30th ,,
No. 93. ,, G. H. Freeling, Esq. to Mr. M'Knight ,, 1st January 1836.
No. 94. ,, Mr. M'Knight to J. R. Gardiner, Esq. ,, 3d ,,
No. 95. ,, ,, G. H. Freeling, Esq. ,, 4th ,,
No. 96. ,, ,, ,, ,, 13th ,,
No. 97. ,, ,, J. R. Gardiner, Esq. ,, 23d February 1836.
No. 98. ,, ,, G. H. Freeling, Esq. ,, 8th March 1836.
No. 99. ,, Captain Bevis ,, ,, 14th ,,
No. 100. ,, Mr. Lawrence to Mr. M'Knight ,, 22d ,,
No. 101. ,, Mr. M'Knight to Mr. Lawrence ,, 23d ,,
No. 102. ,, Mr. Lawrence to Captain Bevis ,, 30th ,,
No. 103. ,, Captain Bevis to Mr. Lawrence ,, 1st April 1836.
No. 104. ,, Mr. M'Knight to J. R. Gardiner, Esq. ,, 8th ,,
No. 105. ,, Mr. Lawrence ,, ,, 12th ,,
No. 106. ,, Mr. M'Knight ,, ,, 14th ,,
No. 107. ,, Mr. Simpson ,, ,, 15th February 1836.
No. 108. ,, Mr. Banning ,, ,, 12th January 1836.
No. 109. ,, ,, ,, ,, 12th ,,
No. 110. Mr. Spencer ,, ,, 19th December 1835.
No. 111. Memorial recommending the Appointment of Agent for Holyhead Packets in Dublin.

No. 112. Letter from Captain Goddard to G. H. Freeling, Esq., dated 23d January 1836.
No. 113. ,, ,, ,, 11th February 1836.
No. 114. Mr. M'Knight's Survey of Stores at Holyhead.
No. 115. Extract from Captain Bevis's Return of the Value of Stores and Materials at Holyhead.
No. 116. Evidence of Mr. M'Knight, taken 14th March 1836.
No. 117. ,, ,, 16th April ,,

APPENDIX (F.)—*Liverpool.* Appendix (F.)

No. 1. Return of the Number of Persons employed on the Liverpool Station, the Amount of Pay and Emoluments of each, and a Description of the Duties they perform.
No. 2. An Account of the Receipts and Expenditure of the Liverpool Station for Ten Years, ended 5th January 1836.
No. 3. An Account of the Prime Cost and Outfit of the Vessels employed on the Liverpool Station.
No. 4. Return showing the Draught of Water of each of the Post-office Steam-Packets, when with their full Complement of Fuel and Passengers, their Tonnage, Power, &c.
No. 5. Return of the Number of the City of Dublin Company's Proprietors conveyed free from Charge between Liverpool and Kingstown.
No. 6. Return of the Number of Passengers, &c., conveyed between Liverpool and Kingstown in each of the last Four Years.
No. 7. A Table of Fares now charged for Conveyance of Passengers, &c., by the Post-office Packets on the Liverpool Station.
No. 8. Separate Statement of Repairs executed, and Value of Articles supplied, or any other Payments made, on Account of the Liverpool Station at Holyhead, London, or any other Place, during the Five Years to 5th January 1836.
No. 9. Statement of Captain Chappell.
No. 10. ,, Captain Emerson.
No. 11. ,, Captain Townley.
No. 12. ,, Captain Smithett.
No. 13. ,, Mr. John White.
No. 14. ,, Captains Emerson and Philipps.
No. 15. ,, Messrs. Stewart and Dorrington.
No. 16. Mr. G. H. Freeling's Arrangement with the City of Dublin Company.
No. 17. Letter from C. W. Williams, Esq., to J. R. Gardiner, Esq., dated 12th January 1836.
No. 18. ,, ,, ,, 13th ,,
No. 19. ,, ,, ,, 14th ,
No. 20. ,, Captain Chappell, ,, 15th February 1836.

APPENDIX (G.)—*Portpatrick.* Appendix (G.

No. 1. Return of the Number of Persons employed on the Portpatrick Station, the Amount of Pay and Emoluments of each, and a Description of the Duties which they perform.
No. 2. An Account of the Receipt and Expenditure of the Portpatrick Station for Four Years, ended 5th January 1836.
No. 3. Return of the Prime Cost and Outfit of the Vessels on the Portpatrick Station, and of the Amount paid for Repairs thereof, during the last Four Years.
No. 4. Return of the Draught of Water, Tonnage, Power, and Dimensions of the Post-office Steam Packets on Portpatrick Station.
No. 5. A Return of the Number of Passengers, &c., conveyed by His Majesty's Steam-Packets between Portpatrick and Donaghadee in each of the last Four Years.
No. 6. Rates of Passages by His Majesty's Post-office Packets to and from Donaghadee and Portpatrick.
No. 7. A Return of the Days on which the Packets have been prevented sailing in due Course to and from Ireland during the Years 1832, 1833, and 1834, with the Cause in each Case.
No. 8. Report of the Post-office Commissioners on Memorials for removal of the Packet Station from Portpatrick and Donaghadee.
No. 9. Memorial of the Chamber of Commerce of Glasgow for removal of the Packet Station from Portpatrick to Loch Ryan
No. 10. Memorial of the Bankers, Merchants, and Manufacturers of Glasgow, for removal of the Packet Station from Portpatrick to Loch Ryan.
No. 11. Report of Captain George Evans on Portpatrick Harbour.
No. 12. Evidence of Robert Wallace, Esq. M. P., taken 13th August 1835.
No. 13. ,, James M'Queen, Esq. ,,
No. 14. ,, Sir John Rennie, and Sir James Dalrymple Hay, taken 21st August 1835.
No. 15. Statement of Captain Little.
No. 16. ,, Captains Little, Henry, and Fayrer.
No. 17. ,, Captains Henry and Fayrer and Mr. Wallace.
No. 18. ,, Captain Fayrer.
No. 19. ,, Messrs. M'William and Davidson.
No. 20. ,, ,, Smith, Davies, Fayrer, and Grey.
No. 21. ,, Mr. Logan.
No. 22. ,, ,, Lemon.
No. 23. ,, J. and G. Burns and others.

No. 24. Letter from Captain Henry to Captain Little.
No. 25. ,, ,, Fayrer ,,

Appendix (H.)

APPENDIX (H.)—*Examinations, &c.*

No. 1.	Evidence of	the Duke of Richmond,	taken	1834.
No. 2.	,,	Thomas Lawrence, Esq.	,,	14th March 1835.
No. 3.	,,	,,	,,	21st ,,
No. 4.	,,	,,	,,	28th July 1835.
No. 5.	,,	,,	,,	14th March 1836.
No. 6.	,,	G. H. Freeling, Esq.	,,	13th July 1835.
No. 7.	,,	,	,,	21st August 1835.
No. 8.	,,	C. W. Williams, Esq.	,,	18th November 1834.
No. 9.	,,	G. H. Freeling, Esq.	,,	7th April 1836.
No. 10.	,,	E. Cohen, Esq.	,,	28th July 1835.
No. 11.	,,	R. Wallace, Esq., M.P.	,,	14th August 1835.
No. 12.	,,	C. T. Court, Esq.	,,	21st ,,
No. 13.	,,	William Laird, Esq.	,,	27th ,,
No. 14.	,,	George Duncan, Esq.	,,	29th ,,
No. 15.	,,	Robert Napier, Esq.	,,	2d September 1835.
No. 16.	,,	Mr. Charles Wood	,,	2d ,,
No. 17.	,,	C. W. Williams, Esq.	,,	16th March 1836.
No. 18.	,,	George Louis, Esq.	,,	16th ,,
No. 19.	,,	,,	,,	14th April 1836.
No. 20.	,,	Lord Lowther	,,	21st March 1836.
No. 21.	,,	Deputation of Directors of General Steam Company,	taken	21st March 1836.
No. 22.	,,	Sir John Rennie	,,	25th ,,
No. 23.	,,	Mr. William Bald	,,	25th ,,
No. 24.	,,	H. Rogers, Esq.	,,	14th April 1836.
No. 25.	,,	Right Honourable Sir Henry Parnell	,,	16th ,,

No. 26. Letter from the Commissioners of Post-office Inquiry with Report of Captain Evans and Mr. Gardiner.
No. 27. Report of Captain Evans and Mr. Gardiner on Holyhead Station.
No. 28. Treasury Minute on Report.
No. 29. Letter from Mr. Freeling to the Postmaster-General.
No. 30. Captain Evans to Lord Duncannon.
No. 31. Mr. Gardiner ,,
No. 32. Contract for Conveying the Mails between London, Hamburg, and Rotterdam, by Steam-boats.
No. 33. Contract for Conveying the Mails between Liverpool and the Isle of Man.
No. 34. Return of the Amount Paid during the last Three Years for the Conveyance of the Mails between Liverpool and the Isle of Man.

APPENDIX (A.)—*General Returns.*

No. 1.

No. 1.

Total Receipts and Expenditure of the Packet Stations, from 5th Jan. 1832 to 5th Jan. 1836.

A RETURN of the Total Expense incurred on account of each of the Packet Stations in each Year, from the 5th January 1832 to the 5th January 1836; also the Total Amount of the Receipts of each Station during the same period, showing the Gain or Loss on each Station in each Year, and the Total Gain or Loss on all the Stations during the Four Years preceding the 5th January 1836.

	Stations.	Expenses.			Receipts.			Profit.			Loss.		
		£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
Year ended 5th January 1833.	Dovor	11,190	1	1	9,231	11	6	. .			1,958	9	7
	Holyhead	25,572	15	9	9,774	9	7	. .			15,798	6	2
	Liverpool	29,472	16	11	17,493	1	9	. .			11,979	15	2
	Milford	13,595	10	0	1,610	14	3	. .			11,984	15	9
	Portpatrick	3,799	0	6½	1,695	9	0	. .			2,103	11	6½
	Weymouth	5,396	1	6	3,782	1	5	. .			1,614	0	1
		89,026	5	9½	43,587	7	6	. .			45,438	18	3½
Year ended 5th January 1834.	Dovor	15,061	16	10	13,113	6	0	. .			1,949	10	10
	Holyhead	24,124	19	7	10,181	16	10	. .			13,943	2	9
	Liverpool	24,460	7	8	24,775	18	8	315	11	0	. .		
	Milford	13,316	6	9	1,495	11	6	. .			11,820	15	3
	Portpatrick	3,859	17	8½	1,539	4	9	. .			2,320	12	11½
	Weymouth	5,304	0	9	3,691	4	5	. .			1,612	16	4
		86,127	9	3½	54,797	2	2	315	11	0	31,645	18	1½
Year ended 5th January 1835.	Dovor	20,368	16	2	11,898	11	9	. .			8,470	4	5
	Holyhead	22,775	19	3	9,521	14	9	. .			13,254	4	6
	Liverpool	25,867	1	2	24,862	19	6	. .			1,004	1	8
	Milford	13,800	0	10	1,618	7	1	. .			12,181	13	9
	Portpatrick	4,078	1	1	1,759	18	6	. .			2,318	2	7
	Weymouth	6,081	17	5	4,339	5	10	. .			1,742	11	7
		92,971	15	11	54,000	17	5	. .			38,970	18	6
Year ended 5th January 1836.	Dovor	16,385	13	7	10,817	14	7	. .			5,567	19	0
	Holyhead	24,616	2	3	9,105	5	3	. .			15,510	17	0
	Liverpool	30,250	11	11½	27,143	19	6	. .			3,106	12	5½
	Milford	12,869	4	0	1,891	14	4	. .			10,977	9	8
	Portpatrick	3,825	3	2	1,510	15	9	. .			2,314	7	5
	Weymouth	5,661	14	4	3,922	9	5	. .			1,739	4	11
		93,608	9	3½	54,391	18	10	. .			39,216	10	5½

	£.	*s.*	*d.*
Total Gain	315	11	0
Total Loss	155,272	5	4½
Loss	154,956	14	4½

Note.—The above is exclusive of prime cost and outfit; and the Accountant-General has not the means of distinguishing, in the expense at Holyhead, that portion of stores which may have been expended in the repair of Steam-packets belonging to the other stations.

General Post-office,
10th March 1836.

C. T. Court,
Accountant-General.

No. 2.

Prime Cost and Outfit of all Vessels in the Employment of the Post-office.

No. 2.

A RETURN of the Prime Cost and Outfit of all Vessels in the Employment of the Post-office.

	£.	s.	d.		£.	s.	d.
Arrow	8,060	9	2	Fury	6,305	14	3
Aladdin	10,410	14	2	Gulnare	14,126	16	1
Comet	17,370	0	8	Harlequin	10,428	10	8
Cinderella	10,614	11	2	Ivanhoe	6,352	18	6
Crocodile	11,159	7	5	Richmond	4,407	15	3
Crusader	7,592	10	10	Salamander	7,459	18	2
Dragon	10,601	15	7	Sovereign	10,460	15	8
Dolphin	20,511	19	4	Spitfire	6,343	3	8
Escape	12,135	14	10	Sibyl	10,367	3	2
Etna	16,297	16	10	Thetis	19,216	0	9
Ferret	5,777	18	1	Vixen	12,808	5	9
Firefly	6,076	12	5	Watersprite	8,770	17	7
Flamer	7,190	7	1	Wizard	12,170	7	8
					£273,018	4	9

General Post-office,
19th September 1835.

F. Freeling, Secretary.

No. 3.

Number of Vessels propelled by Steam, under the Orders of the Post-office.

No. 3.

A RETURN of the Number of Vessels propelled by Steam that have been employed, and that are now employed, or building, or repairing, under the Orders of the Post-office, since the period in which such Vessels were in use by the Post-Office; specifying the Service in which they have been engaged, the Tonnage and Horse Power of each.

29 Packets employed in the Conveyance of the Mails.

		Tonnage.	Horse Power.
Dovor	Crusader	110	50
	Salamander	110	50
	Arrow	155	60
	Firefly	110	50
	Ferret	110	50
Holyhead	Escape	237	100
	Wizard	237	
	Dragon	237	
	Harlequin	234	
	Cinderella	234	
	Gulnare	306	
Liverpool	Etna	300	140
	Thetis (under repair)	..	..
	Comet	300	140
	Dolphin	327	160
	Jonathan Hulls (sold)	92	50
	Richmond	143	56
Milford	Crocodile	237	80
	Vixen	189	80
	Sibyl	233	80
	Aladdin	230	100
Weymouth	Meteor (wrecked)	189	60
	Watersprite	162	
	Ivanhoe	158	
	Flamer	165	
Portpatrick	Dasher (wrecked)	130	50
	Spitfire	106	
	Fury	106	
In Ordinary	Sovereign	205	80

General Post-office,
18th March 1835.

F. Freeling, Secretary.

No. 4.—A STATEMENT of the Amount paid for Repairs of all Vessels in the Employment of the Post-office, during each of the last Four Years, so far as the same can be made out from the Books of the Accountant-General.

		1832.		1833.		1834.		1835.		Total.
		Wear, Tear, and Repairs, &c.	Stores and Artificers' Works.	Wear, Tear, and Repairs, &c.	Stores and Artificers' Works.	Wear, Tear, and Repairs, &c.	Stores and Artificers' Works.	Wear, Tear, and Repairs, &c.	Stores and Artificers' Works.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
DOVOR	Crusader	282 8 0		1,391 1 7½		550 9 4		892 10 10		
	Firefly	305 14 5		275 15 2		1,844 18 5		356 13 10½		
	Ferret	345 0 3		287 5 0		521 3 7		2,709 19 3		
	Salamander	190 1 0	..	782 0 0½	..	1,186 3 1	..	356 10 11¾	..	
	Arrow	240 14 0		345 9 8½		5,870 0 10		576 11 1¾		
	Spitfire	..		1,810 15 9½		..		..		
		1,363 17 8	..	4,892 7 4	..	9,972 15 3	..	4,892 6 1	..	21,121 6 4
HOLYHEAD	Dragon	298 3 1		75 12 2½		110 14 5½		178 4 6½		
	Harlequin	119 16 10		76 12 9½		107 17 2		287 13 2		
	Escape	292 10 7		148 7 1		31 14 11		167 15 10½		
	Wizard	291 0 8½		138 2 0		35 2 8		186 10 8½		
	Cinderella	354 6 0	9,939 14 8	37 19 11	9,733 0 1	72 11 10½	9,499 11 6½	123 12 8	9,805 14 4	
	Aladdin	170 6 10		273 11 2		77 3 0½		..		
	Gulnare	..		..		59 16 1½		147 13 11½		
	Royal Sovereign	..		..		161 12 1		66 1 4		
		1,526 4 0½	9,939 14 8	750 5 2	9,733 0 1	656 12 4	9,499 11 6½	1,157 12 3	9,805 14 4	43,068 14 5
LIVERPOOL	St. Wenefrede	..		..		8 4 7		..		
	Richmond	..		..		651 7 6		684 5 2		
	Etna	6,815 16 2		681 16 11½		1,485 14 5		896 11 7½		
	Comet	1,888 9 5	1,677 18 7	491 4 11½	1,657 16 6	2,397 2 6	1,233 7 3	921 11 7½	1,664 8 7½	
	Dolphin	608 19 10		3,710 6 11		912 0 3		706 13 6		
	Thetis	2,309 11 10		828 3 10		3,114 17 3		9,482 0 4		
	Sibyl	394 3 2		..		..		..		
		12,017 0 5	1,677 18 7	5,711 12 8	1,657 16 6	8,569 6 6	1,283 7 3	12,694 2 3	1,664 8 7½	45,275 12 9½
MILFORD	Crocodile	854 6 5		315 15 1		275 11 9		321 10 1		
	Sibyl	151 9 5		380 11 8		821 0 1		469 6 5		
	Vixen	754 14 1	1,917 10 4	264 1 8	2,417 14 10	435 14 11	2,542 8 10	631 10 2	2,313 4 3	
	Sovereign	199 12 0		443 16 4		130 6 7		174 10 11		
	Aladdin	..		..		254 13 1		351 6 3		
		1,960 1 11	1,917 10 4	1,404 4 9	2,417 14 10	1,917 6 5	2,542 8 10	1,948 3 10	2.313 4 3	16,420 15 2
PORTPATRICK	Fury	110 7 1½		485 13 11½		398 0 0		117 9 7		
	Spitfire	415 18 11	426 19 7½	27 13 2	364 8 11	343 15 6	473 9 11	209 19 10	412 2 5	
	Arrow	..		153 13 4½		..		..		
		526 6 0½	426 19 7½	667 0 6	364 8 11	741 15 6	473 9 11	327 9 5	412 2 5	3,939 12 4
WEYMOUTH	Flamer	129 4 0		258 10 9		579 3 0		589 16 11		
	Watersprite	363 14 8		327 5 4		827 19 6		291 11 8		
	Ivanhoe	456 13 6	92 7 7	443 12 8	19 0 9	271 15 2	..	404 10 4	..	
	Royal Sovereign	..		..		96 10 6		..		
	Meteor	38 4 6		..		..		..		
		987 16 8	92 7 7	1,029 8 9	19 0 9	1,775 8 2	..	1,285 18 11	..	5,190 0 10
										135,016 1 10½

It is not possible to distinguish the stores for each separate packet in the Accountant General's Office.—C. T. C.

General Post Office, March 24th, 1836.

C. T. Court, Accountant-General.

inquire into the MANAGEMENT *of the* POST-OFFICE DEPARTMENT.

29

No. 5.

Salaries and Fees of each Commander, Mate, and Engineer of a Steam-vessel for each Station.

No. 5.

AN ACCOUNT for each Station, showing the Salaries of each Commander, Mate, and Engineer of a Steam-vessel, and also the Fees or other Allowances received by them.

DOVOR.

Commanders.—One at £500 and four at £400 per annum each, and an allowance of £9 per cent. above £10,000, and £10 per cent. under £10,000, on the gross receipts between Dover and Calais, to the three Commanders on that Station, not to be continued to their successors to the Calais duty. The amount for the year ended 5th January 1835 was £301. 4*s.* 5*d.* to each.

Mate	£6	0	0	per lunar month.
Engineer	8	8	0	,,

HOLYHEAD.

Commanders.—Two at £500 per annum each.
Four ,, 400 ,,

The additional £100 per annum to the senior Commanders not to be continued to their successors.

First Mate	£5	6	0	per lunar month.
Second Mate	3	10	0	,,
Engineer	10	16	8	,,

LIVERPOOL.

Commanders.—Four at £400 per annum each, and an allowance to each Commander of 2*s.* for whole and 1*s.* for half passengers, the amount being to

Captain Emerson	£560	14	0	
,, Philips	562	17	0	
,, Smithett	638	15	6	
,, Townley	363	8	0	

From which they are required to find cabin attendance, and to keep up the stock of cabin stores.

Master	£6	0	0	per lunar month.
Mate and Pilot	5	0	0	,,
First Engineer	11	0	0	,,
Second Engineer	7	0	0	,,
Master of the Richmond Tender	8	0	0	per month.
Mate of ditto	4	10	0	,,
Engineer of ditto	8	0	0	,,

MILFORD.

Commanders.—Four at £300 per annum each.

First Mate	£4	0	0	per lunar month.
Second Mate	2	10	0	,,
Engineer	10	16	8	,,

PORTPATRICK.

Commanders.—Two at £250 per annum each.

Mate	£4	10	0	perl unar month.
Engineer	8	8	0	,,

WEYMOUTH.

Commanders.—Three at £280 per annum each.

Master	£6	0	0	per lunar month.
Mate	3	14	0	,,
Engineer	8	8	0	,,

The foregoing Fees and Allowances have been all authorized by the Lords of the Treasury.

General Post-office,
March 25th, 1835.

C. T. Court,
Accountant-General.

No. 6.

A STATEMENT of the Names, Salaries, and Allowances of the Post-office Packet Agents in the United Kingdom and in Places Abroad in the Year 1834.

Places.	Name.	From England. Salary.	From England. Allowances.	From the Places where Stationed. Salary.	From the Places where Stationed. Allowances.	Total.	Remarks.
		£. s. d.	£. s. d.			£. s. d.	
Dovor	Gratian Hart	350 0 0	Office Rent 50 0 0	Not known.	Not known.	400 0 0	
Falmouth	Wm. Gay.	As Agent and Postmaster 450 0 0	*15 0 0	,,	,,	465 0 0	* Compensation as Postmaster for loss of perquisites converted into revenue, not to be continued to his successor.
Holyhead	N. M. Goddard	As Agent 430 0 0; As Postmaster 70 0 0	Office Rent 60 0 0	,,	,,	560 0 0	
Liverpool	J. Richardson	500 0 0	Stationery 10 0 0	,,	,,	510 0 0	
Milford	E. Chappell	250 0 0	Stationery 10 0 0; For a Clerk 80 0 0	,,	,,	340 0 0	
Port Patrick	J. Little	300 0 0	Stationery 10 0 0	,,	,,	310 0 0	
Weymouth	J. A. Stevens	300 0 0	Stationery 10 0 0	,,	,,	310 0 0	
Boston, United States	T. W. Moore.	290 0 0		,,	,,	290 0 0	
Gibraltar	E. Cresswell	†50 0 0		,,	,,	50 0 0	† Reduced on the appointment of the present agent from £200.
Lisbon	J. Dodwell	300 0 0	Stationery 10 0 0; Fees‡ 88 14 3	,,	,,	398 14 3	‡ Allowance of 10 per cent. upon amount of letters collected from Portuguese Post-office; also a fee of half a moidore on each passenger by the packets for England.
Malta	R. J. Bourchier	150 0 0	Stationery 10 0 0	,,	,,	160 0 0	
Ostend	N. Cass	300 0 0		,,	,,	300 0 0	
Rotterdam	F. Dutton	300 0 0		,,	,,	300 0 0	
Corfu	W. E. Gilpin.	50 0 0		,,	,,	50 0 0	
Gothenburgh	H. T. Liddell	52 10 0		,,	,,	52 10 0	English Consul.
Madeira	H. Veitch	50 0 0		,,	,,	50 0 0	English Consul.
Rio de Janeiro	R. Heskith	100 0 0		,,	,,	100 0 0	English Consul, and a fee of half a moidore on each passenger by the packets for England.

F. FREELING, Secretary.

No. 6.

Names, Salaries, and Allowances of Postmasters in Places Abroad in the Year 1834.

A STATEMENT of the Names, Salaries, and Allowances of Postmasters in Places Abroad in the Year 1834.

Places.	Names.	From England.		From the Colony.		Total.	Remarks.
		Salary.	Allowances.	Salary.	Allowances.		
		£. s. d.	£. s. d.			£. s. d.	
Canada	T. A. Stayner	500 0 0	For assistance 200 0 0	Not known.	Not known.	700 0 0	The Deputy Postmasters General of Canada, Jamaica, and Nova Scotia, derive emoluments from the privilege of sending newspapers free by the Post, which has existed from time immemorial: as far as the amount can be made out, the privilege produces in the gross,—
Jamaica	J. Wilson	400 0 0	Office rent 162 10 0	,,	,,	562 10 0	
Nova Scotia, and New Brunswick	J. Howe	220 0 0	Office rent 38 10 4	,,	,,	258 10 4	In the case of Canada, about £1,000 per annum. ,, Jamaica, ,, 1,100 ,, ,, Nova Scotia ,, 200 ,, out of which the parties allow their deputies a commission for collecting.
Antigua	J. Athill	80 0 0	. . .	,,	,,	80 0 0	
Bahamas	J. Malcolm	*22 19 6	. . .	,,	,,	22 19 6	* 20 per cent. upon the net produce.
Barbadoes	J. Paixman	100 0 0	. . .	,,	,,	100 0 0	
Berbice	T. B. Winter	50 0 0	. . .	,,	,,	50 0 0	
Bermuda	J. Taylor	50 0 0	. . .	,,	,,	50 0 0	
Demerara	E. H. Dalton	100 0 0	. . .	,,	,,	100 0 0	
Dominica	T. Dawbiney	100 0 0	. . .	,,	,,	100 0 0	
Grenada	E. Kennedy	80 0 0	. . .	,,	,,	80 0 0	
Montserratt	M. J. Semper	†15 13 11	. . .	,,	,,	15 13 11	† 20 per cent. upon the net produce.
Nevis	J. Stanley	60 0 0	. . .	,,	,,	60 0 0	
St. Kitt's	J. Berridge	120 0 0	. . .	,,	,,	120 0 0	
St. Lucia	R. Gordon	50 0 0	. . .	,,	,,	50 0 0	
St. Vincent's	Nassau Forster	80 0 0	. . .	,,	,,	80 0 0	
Tobago	C. J. Leplastrier	‡75 11 3	. . .	,,	,,	75 11 3	‡ 20 per cent. upon the net produce.
Tortola	M. D. French	50 0 0	. . .	,,	,,	50 0 0	
Trinidad	Mrs. E. R. Galway	150 0 0	. . .	,,	,,	150 0 0	

General Post-office, 7th April 1835.

F. FREELING, Secretary.

No. 7.

No. 7.

Superannuation or Retired Allowances already granted in the Packet Service, as they stood on the 5th Jan. 1835.

A RETURN of the Superannuation or Retired Allowances already granted to Persons who have been employed in the Packet Service, as they stood on the 5th January 1835, from the Revenue.

		£.	*s.*	*d.*
Annear, Simon	Father of a seaman on the Falmouth station	8	0	0
Angove, Martha	Widow of a seaman on the Falmouth station	5	0	0
Andrews, John	Seaman on the Falmouth station	4	0	0
Bennet, John	Commander of a Weymouth packet	100	0	0
Bridge, T.	Commander of a Harwich packet	150	0	0
Beale, Anne	Widow of a Weymouth seaman	8	0	0
Bound, Jane	Ditto	8	0	0
Beale, Mary	Ditto	8	0	0
Boyens, John	Seaman on the Falmouth station	18	5	0
Belhnan, Ann	Widow of a Falmouth seaman	10	0	0
Burne, Patty	Widow of a mate, Falmouth station	15	0	0
Bothell, John	Seaman of a Falmouth packet	10	0	0
Bremer, Johanna	Widow of a surgeon, Falmouth station	6	0	0
Breverton, William	Seaman on the Falmouth station	5	0	0
Brewer, John	Ditto	4	0	0
Ball, Mary	Widow of a Falmouth seaman	4	0	0
Cox, Anthony	Agent at Harwich	176	0	0
Chick, Isabella	Widow of a Weymouth seaman	5	0	0
Coverdale, Thomas	Carpenter, Falmouth	18	5	0
Clements, Thomas	Seaman, Falmouth station	18	5	0
Curtis, Anne	Mother of a Falmouth seaman	10	0	0
Curnow, Sarah	Widow of a Falmouth seaman	4	0	0
Cock, Nicholas	Seaman on the Falmouth station	4	0	0
Collins, Jane	Widow of a Falmouth seaman	3	0	0
Cuttins, John	Seaman on the Falmouth station	4	0	0
Dell, G.	Commander of a Dovor packet	150	0	0
Davies, Richard	Commander of a Holyhead packet	150	0	0
Devereux, J.	Mate of a Milford packet	18	5	0
Duke, Mary	Widow of a master of a Weymouth packet	10	0	0
Dustin, Christopher	Father of a Falmouth seaman	5	0	0
Davy, Elizabeth	Widow of a Falmouth seaman	4	0	0
Dupin, Mary	Ditto	4	0	0
Dixon, Andrew	Seaman on the Falmouth station	4	0	0
Douglas, Mary	Widow of a Falmouth seaman	4	0	0
Draper, Robert	Seaman on the Falmouth station	8	0	0
Denham, James	Surgeon on the Falmouth station	18	5	0
Evans, W.	Widow of a Holyhead seaman	9	0	0
Eva, Elizabeth	Widow of a Falmouth seaman	3	0	0
Fellowes, D. W.	Agent at Holyhead	225	0	0
Fenner, Grace	Widow of a Falmouth master	10	0	0
Griffiths, E.	Widow of a seaman	4	0	0
Greenfell, Catherine	Mother of a seaman, Falmouth packet	8	0	0
Goodwin, Ann	Widow of a seaman, Falmouth packet	10	0	0
Hadgraft, W.	Mate of a Harwich packet	18	5	0
Henesbury, Sarah	Widow of a Harwich seaman	4	0	0
Hatcher, Thomas	Seaman of a Falmouth packet	18	5	0
Hendy, Alice	Widow of a Falmouth seaman	6	0	0
Hipperson, Ann	Ditto	4	0	0
Hayes, Elizabeth	Ditto	4	0	0
Hopkins, Richard	Seaman on the Falmouth station	6	0	0
Hoskin, Benjamin	Ditto	4	0	0
Hocking, William	Ditto	4	0	0
Jones, C.	Commander of a Holyhead packet	150	0	0
Judd, E.	Ditto	250	0	0
Jones, Jane	Widow of a Holyhead seaman	16	0	0
Jones, Mary Anne	Widow of a Weymouth seaman	6	0	0
Jewell, Juligan	Mother of a Falmouth seaman	5	0	0
Johns, John	Seaman on the Falmouth station	4	0	0
James, Charles	Ditto	4	0	0
Kelway, W.	Ditto	18	5	0
Kelway, J.	Master on the Falmouth station	18	5	0
Kelway, M.	Mother of a seaman, Falmouth station	10	0	0
Kelynack, Alice	Ditto	8	0	0
King, John	Seaman on the Falmouth station	4	0	0
Lamerton, Jane	Widow of a seaman, Falmouth station	5	0	0
Leach, H.	Agent at Milford	104	0	0
Lower, Joseph	Seaman on the Falmouth station	10	0	0
Lambrick, Mary	Widow of a Falmouth seaman	4	0	0
Loutell, Elizabeth	Widow of a Falmouth mate	6	0	0
Loin, Richard	Seaman on the Falmouth station	4	0	0
Lightfoot, William	Ditto	4	0	0
Mason, T.	Commander of a Harwich packet	150	0	0
M'Donough, Patty	Widow of a commander of a Falmouth packet	30	0	0
Mortleman, Joseph	Commander of a Harwich packet	150	0	0
	Carried forward	£2,279	5	0

No. 7.

Superannuation or Retired Allowances, &c.—(*continued.*)

A RETURN of the Superannuation or Retired Allowances, &c.—(*continued.*)

		£.	s.	d.
	Brought forward	2,279	5	0
M'Donald, J.	Mate on the Milford station	13	0	0
Morgan, E.	Widow of a Milford seaman	6	0	0
Mudge, Mary	Widow of a Falmouth commander	30	0	0
Mitchell, Susannah	Mother of a Falmouth seaman	8	0	0
Man, Sarah	Widow of a Falmouth surgeon	10	0	0
Moir, Mary	Widow of a Falmouth seaman	4	0	0
May, Ann	Ditto	4	0	0
Michael, William	Seamen on the Falmouth station	4	0	0
Martin, Ann	Widow of a Falmouth seaman	3	0	0
Nankwell, Henrietta	Widow of a master of a Falmouth packet	20	0	0
Nankwell, Ann	Mother of a seaman of a Falmouth packet	5	0	0
Nicholas, Andrew	Master on the Falmouth station	6	0	0
Owen, Grace	Widow of a mate of a Holyhead packet	24	0	0
Pinder, P.	Mate of a Falmouth packet	27	6	0
Pascall, Amelia	Widow of a master, Harwich	6	0	0
Pritchard, Cath.	Widow of a Holyhead seaman	8	0	0
Pearce, Richard	Seaman on the Falmouth station	18	5	0
Pascoe, Sarah	Mother of a seaman, Falmouth station	5	0	0
Pascoe, John	Boatswain, Falmouth station	20	0	0
Perry, Jane	Widow of a seaman, Falmouth station	10	0	0
Penhalurick, Eliz.	Do.	3	0	0
Puikney, Jane	Widow of a Falmouth surgeon	12	0	0
Paddy, Hugh	Seaman on the Falmouth station	4	0	0
Potter, Thomas	Do.	18	5	0
Peppin, Thomas	Do.	4	0	0
Quick, T.	Commander of a Weymouth packet	100	0	0
Rogers, S. and M.	Children of a Holyhead commander	50	0	0
Randall, William	Seaman on the Weymouth station	13	0	0
Roberts, John	Father of a seaman, Falmouth station	8	0	0
Roberts, Hannah	Widow of a seaman, Falmouth station	4	0	0
Roberts, Richard	Seaman on the Falmouth station	4	0	0
Roberts, Ann	Mother of a seaman on the Falmouth station	5	0	0
Roberts, Avis	Widow of a seaman on the Falmouth station	10	0	0
Reece, John	Seaman on the Falmouth station	4	0	0
Rundle, Kitty	Widow of a Falmouth seaman	4	0	0
Ryan, James	Son of a master on the Falmouth station	10	0	0
Sampson, Ann	Mother of a seaman on the Falmouth station	5	0	0
Steele, S.	Master of a Falmouth packet	36	10	0
Steele, S. Jun.	Commander of a Melford packet	90	0	0
Stone, Mary	Widow of a Falmouth seaman	4	0	0
Slade, John	Seaman on the Falmouth station	4	0	0
Todd, L.	Commander of a Falmouth packet	150	0	0
Thomas, Jane	Widow of a seaman on the Falmouth station	5	0	0
Thomas, Thomas	Seaman on the Falmouth station	4	0	0
Trerise, Catherine	Widow of a Falmouth seaman	4	0	0
Trevina, George	Seaman on the Falmouth station	6	0	0
Tresidder, Martin	Do.	4	0	0
Tonkin, John	Do.	4	0	0
Vye, Mary	Widow of a Weymouth seaman	2	0	0
Vincent, Ann	Widow of a Falmouth seaman	4	0	0
Vivian, Mary	Do.	10	0	0
Worthington, Thos.	Mate of a Dovor packet	30	0	0
White, Elizabeth	Widow of a Dovor mate	30	0	0
Williams, Sarah	Widow of a Holyhead seaman	10	0	0
Williams, H.	Searcher of packets	75	0	0
Williams, Sarah	Widow of a Falmouth seaman	4	0	0
Willson, Maria	Widow of a Weymouth seaman	8	0	0
Warren, J. W.	Mate of a Falmouth packet	27	6	0
Warren, Richard	Seaman of a Falmouth packet	6	0	0
Warren, Joan	Widow of a Falmouth seaman	4	0	0
Winn, Jane	Do.	4	0	0
Webster, Mary	Do.	3	0	0
Waters, Ann	Do.	4	0	0
Wright, Jane	Do.	4	0	0
Welsh, Hannah	Do.	3	0	0
Ward, Richard	Seaman of a Falmouth packet.	4	0	0
Waxford, Mary	Widow of a Falmouth seaman.	3	0	0
	Total per annum	£3,420	17	0*

FROM THE WIDOWS' FUND

		£.	s.	d.
Bargus, M.	Widow of a master of a Falmouth packet	20	0	0
Cock, Susan	Widow of a commander of a Falmouth packet	40	0	0
Dynely, A.	Do.	100	0	0
Duke, Mary	Widow of a master of a Weymouth packet	10	0	0
Hill, Agnes	Do.	20	0	0
	Carried forward	£190	0	0

* There appears to be an error of £105 in this account, which would make the sum total £3,315 17*s.*

No. 7.

Superannuation or Retired Allowances, &c.—(*continued.*)

A RETURN of the Superannuation or Retired Allowances, &c.—(*continued.*)

		£.	s.	d.
	Brought forward	£190	0	0
Fenner, Grace . . .	Widow of a master of a Falmouth packet . . .	30	0	0
Hart, Elizabeth . . .	Widow of a captain of a Harwich packet . . .	20	0	0
Jones, A.	Widow of a master of a Holyhead packet . . .	10	0	0
Jennings, Betty . . .	Widow of a master of a Falmouth packet . . .	20	0	0
Kelly, J.	Widow of a master of a Holyhead packet . . .	15	0	0
Miners, E.	Widow of a master of a Falmouth packet . . .	20	0	0
Morris, Ellen . . .	Widow of a mate of a Holyhead packet	8	0	0
Nuttall, Bridget . .	Widow of a commander of a Milford packet . .	30	0	0
Norris, E.	Widow of a commander of a Harwich packet .	30	0	0
Nankivell, H. . . .	Widow of a master of a Falmouth packet . . .	40	0	0
Pascoe, Ann . . .	Widow of a captain of a Port Patrick packet . .	30	0	0
Pawson, Johanna. .	Widow of a master of a Falmouth packet . . .	8	0	0
Rutter, M.	Widow of a commander of a Dovor packet . .	30	0	0
Suter, A.	Widow of a master of a Falmouth packet . . .	10	0	0
Saunders, A. . . .	Widow of a commander of a Harwich packet .	20	0	0
Watson, B.	Widow of a commander of an Ostend packet . .	15	0	0
Wye, M.	Widow of a captain of a Falmouth packet . . .	30	0	0
White, M.	Widow of a commander of a Weymouth packet .	50	0	0
Ward, Deborah . .	Widow of a Hamburgh marine mail guard . .	18	5	0
		624	5	0

General Post-office, April 1835.

F. Freeling, Secretary.

No. 8.

No. 8.

Heads of Expenditure of the Sum of £114,267. 12*s.* 8*d.*; Expenses of the Packet Service for the Year ended 5th January 1834.

A RETURN specifying the principal Heads of Expenditure of the Sum of £114,267. 12*s.* 8*d.*, stated to be the Expense of the Packet Service for the Year ended 5th January 1834; the Expense of Steam Packets belonging to the Government (Post-office); Expense of any Sailing Vessels, distinguishing Ships for carrying Stores from those employed as Packets in the Service; and Amount of Wages and Salaries.

Dovor	£14,082	12	6				
Holyhead	23,554	4	2				
Liverpool	21,813	18	9				
Milford	12,919	13	2				
Portpatrick	3,526	17	2				
Weymouth	4,947	15	0				
				80,845	0	9	
Hamburgh and Holland Mails, paid by contract .				19,366	9	4	
Isle of Man, paid by contract				700	0	0	
West India Mail-boats, paid by contract . . .				6,000	0	0	
Paid for conveyance of letters to Gothenburgh . .				1,417	9	1	
Purchase of Sailing-packets, and close of the Establishment at Harwich				5,532	3	2	
Sundries paid in London by the Postmaster-General's Warrant				406	10	4	
Total for the year ended 5th January 1834				£114,267	12	8	

Amount for *Wages and Salaries* included in the above:—

Dovor				5,047	13	10	
Holyhead—Officers and Seamen .	6,347	16	1				
Artificers for Small Stores	4,075	18	3				
				10,423	14	4	
Liverpool—Officers and Seamen .	5,691	19	10				
Artificers for Small Stores	234	1	0				
				5,926	0	10	
Milford — Officers and Seamen .	3,791	17	9				
Artificers for Small Stores	908	18	1				
				4,700	15	10	
Port Patrick				1,798	14	6½	
Weymouth				2,580	6	9	
Total . . .				£30,477	6	1½	

Expense of *Sailing Vessels and Tenders* at—

Liverpool—The Jonathan Hulls .	148	4	2				
The St. Wenefrede .	1,728	15	3				
				1,876	19	5	
Holyhead—Sailing Packet . .	233	0	0				
Freight of and expense in discharging Coals .	2,763	4	11				
				3,996	4	11	
Total . . .				£5,873	4	4	

General Post-office,
23d March 1835.

Thomas Ross,
Deputy Accountant-General.

No. 9.

A RETURN of the Names of the Commanders of the Post-office Packets, the Dates of their Entry into and their Rank or Seniority in the Post-office Service, the Capacity in which they were first employed, their Rank (if any) in the Navy, and their Total Amount of Pay and Emoluments, in each Year, from the 5th January 1831, to the 5th January 1835.

Names.	Present Station.	Date of Appointment as Commander.	Date of Entry, and Capacity when first employed.	Rank in the Navy.	1831			1832			1833			1834		
					Rate of Pay, per Annum.	Emoluments.	Total.	Rate of Pay, per Annum.	Emoluments.	Total.	Rate of Pay, per Annum.	Emoluments.	Total.	Rate of Pay, per Annum.	Emoluments.	Total.
					£.	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.
J. Hamilton	Dovor	14 July 1803.	Commander at Harwich	..	500	*306 12 6	806 12 6	500	258 14 0	758 14 0	500	333 18 10	833 18 10	500	301 4 4	801 4 4
E. Lyne	Dovor	27 Feb. 1810.	ditto	..	400	*306 12 6	706 12 6	400	258 14 0	658 14 0	400	333 18 10	733 18 10	400	301 4 4	701 4 4
J. Grey	Holyhead	8 Feb. 1812.	1799 Boy at Milford	..	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0
R. Sherlock	Dover	21 Feb. 1812.	Commander at Harwich	..	400	*306 12 6	706 12 6	400	258 14 0	658 14 0	400	333 18 10	733 18 10	400	301 4 4	701 4 4
R. White	Weymouth	7 June 1817.	,, Weymouth	..	280	..	280 0 0	280	..	280 0 0	280	..	280 0 0	280	..	280 0 0
J. Roberts	Milford	25 Nov. 1818.	,, Milford	Master.	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0
W. Evans	Milford	19 Mar. 1819.	Ditto	..	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0
J. P. Moon†	Holyhead	13 Aug. 1819.	Commander at Harwich	..	Uncertain.	..	Uncertain.	Uncertain	..	Uncertain.	400	..	400 0 0	400	..	400 0 0
E. Hallands	Milford	25 Jan. 1820.	,, Milford	..	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0
W. Liveing†	Weymouth	22 April 1822.	1809 Boy at Harwich	..	Uncertain.	..	Uncertain.	Uncertain.	..	Uncertain.	150	..	150 0 0	280	..	280 0 0
W. Wadling†	Holyhead	22 April 1822.	1802 Seaman at Harwich	..	150	..	150 0 0	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0
J. Hammond†	Milford	11 Nov. 1822.	1814 Boy at Harwich	..	Uncertain.	..	Uncertain.	300	..	300 0 0	300	..	300 0 0	300	..	300 0 0
J. P. Philipps	Liverpool	4 Feb. 1825.	Commander at Liverpool	Lieut.	400	‡333 3 9	733 3 9	400	384 8 9	784 8 9	400	562 7 6	962 7 6	400	562 17 0	962 17 0
J. Emerson	Liverpool	4 Feb. 1825.	Ditto	Master.	400	‡559 2 6	959 2 6	400	252 13 9	652 13 9	400	572 1 3	972 1 3	400	560 14 0	960 14 0
J. Duncan	Holyhead	9 Mar. 1825.	Commander at Holyhead	Lieut.	500	..	500 0 0	500	..	500 0 0	500	..	500 0 0	500	..	500 0 0
W. Smithett	Liverpool	15 Mar. 1825.	1812 Boy at Harwich	..	400	‡514 13 9	914 13 9	400	396 6 3	796 6 3	400	427 8 9	827 8 9	400	638 15 6	1,038 15 6
L. Smithett	Dovor	15 Mar. 1825.	1814 Ditto	..	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0
E. H. Townley	Liverpool	26 Mar. 1825.	Commander at Liverpool	Lieut.	400	‡499 7 6	899 7 6	400	397 1 3	797 1 3	400	455 6 3	855 6 3	400	363 8 0	763 8 0
G. E. Davis	Holyhead	17 Aug. 1825.	,, Holyhead	Lieut.	500	..	500 0 0	500	..	500 0 0	500	..	500 0 0	500	..	500 0 0
W. Henry	Portpatrick	28 Sept. 1829.	,, Portpatrick	Lieut.	250	..	250 0 0	250	..	250 0 0	250	..	250 0 0	250	..	250 0 0
R. Mudge	Dovor	28 Dec. 1829.	,, Dovor	Lieut.	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0
E. Owen	Holyhead	20 Mar. 1831.	,, Holyhead	Lieut.	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0	400	..	400 0 0
R. J. Fayrer	Portpatrick	17 July 1831.	,, Port Patrick	Lieut.	250	..	250 0 0	250	..	250 0 0	250	..	250 0 0	250	..	250 0 0
W. Comben	Weymouth	12 Oct. 1831.	,, Weymouth	..	280	..	280 0 0	280	..	280 0 0	280	..	280 0 0	280	..	280 0 0

* These allowances are in compensation for the loss of their profits on the abolition of sailing packets on the Dovor station, and will not be continued to their successors.
† Redundant commanders on the Harwich station.
‡ From these allowances, which are at the rate of 2*s.* for each cabin passenger, the commanders on the Liverpool station find cabin attendance, and keep up the stock of cabin stores.

General Post-office,
12th February 1836

F. FREELING,
Secretary.

APPENDIX (B.) *Dovor.*

No. 1.

No. 1. Number of Persons employed on the Dovor Station, the Pay of each, and the Duties which they perform.

A RETURN of the Number of Persons employed on the Dovor Station, the Amount of Pay and Emoluments of each, and a description of the Duties they perform.

No.	Rank.	Pay. £.	*s.*	*d.*	Emolument or Allowance. £.	*s.*	*d.*	Description of Duty performed.
1	Agent . . .	350	0	0	50	0	0 Rent and stationery.	Receiving and executing the orders of His Majesty's Postmaster-General in the general control and superintendence of the station, receipt and expenditure of all moneys, charge of the stores not on board the steam-packets, ordering the supplies for them, and inspecting them.
	Calais Station.							
1	Commander .	500	0	0	Receive 10 per cent. on passage money.			Responsible for everything relating to their respective vessels, both as to her efficiency for service and the navigating her backwards and forwards.
2	Ditto .	400	0	0				
	Ostend Station.							
1	Commander .	400	0	0	. .			. . . .
1	Ditto .	400	0	0	Junior Captain pays 5 per cent. on salary to a retiring fund.			. . . .
5	Chief Mates or Masters . .	6	0	0	each, per lunar month.			Acts as an assistant to the commander in the general duties, and takes the command in the absence of the commander arising from sickness or other unavoidable cause.
5	Mailmen . .	5	0	0	,,			To receive and deliver the mails and despatches, to perform the duty of second mate while on board, and when on shore to be on the look-out for passengers.
5	Engineers . .	8	8	0	,,			Necessary duties of the engine-room.
7	Firemen. . .	5	0	0	,,			
5	Carpenters . .	3	12	0	,,			Small and necessary repairs; also acts as a seaman.
15	Seamen . . .	3	8	0	,,			Multifarious and ordinary duties of able seamen.
5	Stewards . .	2	8	0	,,			Attending on passengers and keeping the cabin in order; looking out also for passengers.
5	Boys . . .	2	10	0	,,			Waiting on the commander, and in performing any duties on board that may be requisite.
1	Plyer at Dovor .	4	0	0	,,			Plying for passengers.
1	Plyer at Calais .	4	0	0	,,			Plying for passengers.

GRATIAN HART, Agent, Dovor.

No. 2.

No. 2. Prime Cost, &c., of Post-office Packets on the Dovor Station and the amount paid for repairs during each of the last Three Years.

A RETURN of the Prime Cost and Outfit of the Vessels now in the Employment of the Post-office on the Dovor Station, and the Amount paid for the Repair of the Packets on that Station during each of the last Three Years.

The Prime Cost and Outfit.

	£.	*s.*	*d.*
Arrow	8,060	9	2
Crusader	7,592	10	10
Ferret	5,777	18	1
Firefly	6,076	12	5
Salamander	7,459	18	2
	£34,967	8	8

Wear, Tear, and Repairs.

1832.	£.	*s.*	*d.*	1833.	£.	*s.*	*d.*	1834.	£.	*s.*	*d.*
Arrow . . .	240	14	0	Arrow . . .	345	9	8½	Arrow . . .	5,870	0	10
Crusader . . .	282	8	0	Crusader . .	1,391	1	7½	Crusader . .	550	9	4
Ferret . . .	345	0	3	Ferret . . .	287	5	0	Ferret . . .	521	3	7
Firefly . . .	305	14	5	Firefly . . .	275	15	2	Firefly . . .	1,844	18	5
Salamander . .	190	1	0	Salamander .	782	0	0½	Salamander . .	1,186	3	1
				Spitfire . . .	1,810	15	9½				
	£1,363	17	8		£4,892	7	4		£9,972	15	3

No. 3.

Tonnage, Dimensions, Power, &c., of His Majesty's Packets on the Dovor Station.

No. 3.

RETURN of the Tonnage, Dimensions, Power, &c., of His Majesty's Packets on the Dovor Station, 22d December 1835.

HIS MAJESTY'S PACKET "FERRET."

Draught of water, with the full complement of fuel and passengers on board, forward 6 ft. 5 in., baft 6 ft. 7 in.
Tonnage, 132$\frac{9}{94}$.
Length, from the fore part of the stern to the after part of the stern post, 107 ft. 6 in.
Breadth, extreme, 15 ft. 11$\frac{1}{2}$ in.
Depth, 9 ft. 9 in.
Two engines of 25 horse-power each.
Diameter of cylinder, 30$\frac{1}{4}$ in.
Stroke of cylinder, 2 ft. 6 in.
Diameter of air pump, 13$\frac{7}{8}$ in.
Stroke of air pump, 14$\frac{7}{8}$ in.
Surface of the boiler exposed to the fire, cubic contents of the boiler—refers you to Messrs. Bolton and Watt.
Pressure on the safety valves when at full work, 4 lbs. to the square inch.
No alteration whatever made to the slides.
Diameter of wheel, 12 ft. 2 in.
Ten floats on each wheel, 5 ft. 3 in. long by 18 in. broad.
Inclination of paddle arms perpendicular from the centre of the shaft.
Revolution of engines, when loaded, work from 33 in a calm, down to 18 and 20 blowing hard wind a-head.
Wheel immersed when loaded, 23 in.

J. HAMILTON.

HIS MAJESTY'S STEAM PACKET "CRUSADER."

Draught of water, when with complement of fuel and passengers, forward 6 ft. 10 in., abaft 7 ft.
Tonnage, 112$\frac{8}{94}$.
Power, 50 horse.
Length, 90 ft. 4 in.
Breadth of beam, 16 ft. 2 in.
Depth in the hold, 9 ft. 11$\frac{1}{2}$ in.
Size of the cylinder, 2 ft. 5$\frac{1}{2}$ in.
Size of the air pump, 1 ft. 6$\frac{3}{8}$ in.
Length of stroke, 3 ft.
Surface of the boiler exposed to the fire.
Cubic contents of the boiler.
Pressure on safety valves, when at full work, 3$\frac{3}{4}$ lbs. to the square inch.
Alterations in the slides (none).
Extreme diameter of the wheel, 12 ft.
Paddles taken up 5 inches, working at 11 ft. 7 in.
Number of floats 12, 5 ft. by 18 in.
Inclination of paddle arms to the centre of the shaft.
Greatest number of revolutions of the wheel, when loaded, fine weather 32 in N., with sail and a fresh breeze 34 in N.
Proportion of the wheel immersed, when loaded, 2 ft. 7 in.

HIS MAJESTY'S PACKET "FIREFLY."

Draught of water, when with full complement of fuel and passengers, abaft 6 ft. 2 in., forward 6 ft. 6 in.
Tonnage, 116$\frac{6}{94}$.
Power, 2 engines 25-horse power each.
Length, 94 ft. aloft.
Breadth of beam, 16 ft. 1 in.
Depth, 9 ft. 7$\frac{1}{2}$ in.
Size of cylinder and stroke, diameter 30$\frac{3}{8}$ in., stroke 2 ft. 6 in.
Size of air pump and stroke, diameter 15 in., stroke 1 ft. 3 in.
Surface of the boiler exposed to the fire.
Cubic contents of the boiler.
Pressure on the safety valves, when at full work, 3$\frac{3}{4}$ lbs. per square inch.
Alterations (if any) made in the slides, in consequence of using more highly elastic steam; none, the engines being worked at low pressure.
Diameter of paddle wheels, 16 ft. 2 in.
Number of floats and size, 10 floats 5 ft. 3 in. long, 1 ft. 4 in. broad.
Inclination of the paddle arms to the centre of the shaft; none, the paddle arms being placed from the centre of the shaft.
Greatest number of revolutions of the wheel, when loaded, 32 revolutions per minute.
Proportion of the wheel immersed, when loaded, 22 in.

R. SHERLOCK.

RETURN of the Tonnage, Dimensions, Power, &c., of His Majesty's Packets on the Dovor Station—(*continued.*)

No. 3
Tonnage, Dimensions, Power, &c.—(*continued.*)

HIS MAJESTY'S PACKET "SALAMANDER."

Draught of water, abaft 6 ft. 11½ in., forward 6 ft. 8½ in.
Tonnage, 111$\frac{84}{94}$, exclusive of engine-room, 62$\frac{3}{94}$.
Power, two 25 horse-engines.
Length, 90 ft. 2½ in.
Breadth, 16 ft. 2 in.
Depth, 9 ft. 11½ in.
Size of cylinder, 29½ in.
Size of air pump, 19⅜ in.
Length of stroke, 3 ft.
Surface of boiler exposed to the fire.*
Cubic contents of the boiler.*
Pressure on the safety valves, when at full work, 4½ lbs. on the inch, remain as fitted by Bolton and Watt in 1833.
Alteration of slides (none).
Extreme diameter of wheels 12 ft., worked at present by the engines, 11 ft. 4 in.
Number of floats, 12.
Size of floats, 5 ft. in length, 20 in. in breadth.
Inclination of paddle arms to centre of shaft.*
Revolution of wheels in still weather 33 to 34, with a free wind, fresh breeze, and all sails set up, to 37 and 38.
Proportion of the wheels immersed when loaded, 25½ in.

HIS MAJESTY'S PACKET "ARROW."

Length from fore part of stern to after part of stern post, 107 ft. 6 in.
Breadth of beam, 17 ft.
Depth, 10 ft. 3 in.
Tonnage, 149$\frac{3}{94}$.
Draught of water, with full complement of fuel, passengers, &c., on board, forward 6 ft. 7 in., abaft 6 ft. 4 in.
Two engines of 30-horse power each.
Diameter of the cylinders, 2 ft. 7⅜ in.
Length of stroke to cylinders, 3 ft.
Diameter of the air pumps, 1 ft. 5½ in.
Length of stroke to air pumps, 1 ft. 6 in.
Diameter of the paddle wheels, 13 ft.
Ten paddles on each wheel, 5 ft. 2 in. long by 18 in. broad.
Wheels immersed when loaded, 1 ft. 10 in.
Number of revolutions per minute, when at full work, and loaded all complete, 32 in a calm, down to 20 in a gale.
Pressure on the safety valve, 4 lbs. on the square inch.
The engines are working at low pressure.
No alterations have been made in the slide valves.
The paddle arms are perpendicular from the centre of shaft.
For the cubic contents of the boilers, and surface of boilers exposed to the fire, I must beg to refer you to Messrs. Bolton, Watt, and Co.

Dovor,
22d December 1835.

LUKE SMITHETT,
Commander.

* These questions must be answered by a practical engineer.

No. 4.

Voyages by His Majesty's Packet Crusader, from 1st Jan. to 16th Sept. 1835.

No. 4.

An ACCOUNT of Voyages by His Majesty's Packet "Crusader," from January 1 to September 16, 1835.

Date of Voyages.	Departure from	Arrival at	Length of Passages. H. M.	Date of Voyages.	Departure from	Arrival at	Length of Passages. H. M.
1835.				1835.			
Jan. 3	Dovor Roads.....	Calais Roads	3 10	April 24	Calais Harbour...	Dovor Harbour...	3 0
4	Calais Harbour...	Dovor Roads	2 45	25	Dovor Harbour...	Calais Harbour...	2 30
12	Dovor Harbour...	Calais Harbour ..	2 35	26	Calais Harbour...	Dovor Harbour...	4 0
13	Calais Harbour ..	Dovor Harbour...	3 15	27	Dovor Harbour...	Calais Harbour...	2 33
14	Dovor Harbour...	Calais Harbour ..	2 45	28	Calais Harbour...	Dovor Harbour...	3 8
15	Calais Harbour ..	Dovor Harbour...	3 50	29	Dovor Roads.....	Boulogne Harbour	3 12
16	Dovor Harbour...	Calais Harbour...	8 20	30	Boulogne Harbour	Dovor Harbour...	2 55
17	Calais Harbour ..	Dovor Harbour...	6 0	May 1	Dovor Roads.....	Calais Roads.....	3 15
18	Dovor Roads	Calais Harbour...	3 45	2	Calais Harbour...	Dovor Harbour ...	3 0
19	Calais Harbour ..	Dovor Roads.....	6 0	3	Dovor Roads	Calais Roads.....	3 0
20	Dovor Roads.....	Calais Harbour...	3 25	4	Calais Harbour...	Dovor Harbour ...	3 5
21	Calais Harbour ..	Dovor Harbour...	3 35	5	Dovor Harbour...	Dovor Roads.....	2 45
23	Dovor Harbour...	Calais Roads.....	2 30	6	Calais Harbour...	Dovor Roads.....	2 40
24	Calais Harbour ..	Dovor Roads.....	3 50	7	Dovor Harbour ...	Calais Harbour...	2 35
25	Dovor Harbour...	Calais Roads.....	2 30	8	Calais Harbour...	Dovor Harbour...	3 8
26	Calais Harbour...	Dovor Harbour...	3 30	9	Dovor Harbour ...	Calais Harbour...	2 29
Feb. 2	Dovor Harbour...	Calais Roads	2 45	10	Calais Harbour...	Dovor Harbour...	4 30
3	Calais Harbour...	Dovor Roads.....	4 0	11	Dovor Harbour ...	Calais Harbour...	2 25
4	Dovor Harbour...	Calais Harbour...	3 0	12	Calais Harbour...	Dovor Harbour...	5 0
5	Calais Harbour...	Dovor Roads.....	3 40	13	Dovor Harbour ...	Calais Harbour...	2 45
6	Dovor Roads.....	Calais Harbour...	3 30	14	Calais Harbour...	Dovor Roads	6 20
7	Calais Harbour...	Dovor Roads.....	4 0	15	Dovor Harbour ...	Calais Roads.....	3 30
8	Dovor Harbour...	Calais Harbour...	2 35	16	Calais Harbour...	Dovor Harbour ...	4 0
9	Calais Harbour ..	Dovor Harbour...	5 10	17	Dovor Roads.....	Calais Roads.....	3 0
10	Dovor Harbour...	Returned : too much sea at Calais Pier	2 30 to 4 40 from.	18	Calais Harbour...	Dovor Harbour ...	2 50
				19	Dovor Harbour...	Calais Roads	2 40
				20	Calais Harbour...	Dovor Harbour...	3 10
11	Dovor Harbour...	Calais Harbour...	2 45	21	Dovor Harbour...	Calais Harbour...	2 30
12	Calais Harbour...	Dovor Harbour...	3 45	22	Calais Harbour...	Dovor Harbour...	3 15
13	Dovor Harbour...	Calais Harbour ..	2 35	23	Dovor Harbour...	Calais Harbour...	2 35
14	Calais Harbour ..	Dovor Harbour...	3 45	24	Calais Harbour...	Dovor Harbour...	3 35
15	Dovor Roads.....	Calais Roads.....	3 0	25	Dovor Harbour ...	Calais Harbour...	2 28
16	Calais Harbour...	Dovor Roads.....	4 20	26	Calais Harbour...	Dovor Harbour...	4 40
21	Dovor Roads.....	Ostend Harbour..	8 0	27	Dovor Harbour...	Calais Harbour...	2 35
22	Ostend Harbour..	Dovor Harbour...	10 30	28	Calais Harbour...	Dovor Harbour ...	3 0
23	Dovor Harbour...	Calais Harbour...	2 35	29	Dovor Roads.....	Calais Harbour...	4 0
24	Calais Harbour...	Dovor Roads.....	3 30	30	Calais Harbour...	Dovor Harbour...	2 55
25	Dovor Harbour...	Calais Roads.....	4 30	31	Dovor Roads.....	Calais Roads.....	3 20
28	Calais Harbour... / Dovor Roads.....	Dovor Roads..... / Calais Harbour...	2 45	June 1	Calais Harbour...	Dovor Harbour...	3 30
				2	Dovor Roads.....	Calais Roads	3 15
Mar. 1	Calais Harbour...	Dovor Harbour...	4 10	3	Calais Harbour...	Dovor Roads.....	2 50
3	Dovor Roads.....	Calais Roads.....	3 10	4	Dovor Harbour ...	Calais Roads	2 38
4	Calais Harbour...	Dovor Roads.....	6 30	5	Calais Harbour...	Dovor Roads.....	3 20
5	Dovor Roads.....	Calais Harbour...	3 0	6	Dovor Harbour...	Calais Roads	2 45
7	Calais Harbour... / Dovor Roads.....	Dovor Roads ..... / Calais Harbour...	5 0 / 3 0	7	Calais Harbour...	Dovor Harbour...	3 20
				8	Dovor Harbour...	Calais Harbour...	2 40
9	Calais Harbour...	Ramsgate Harbour	4 0	9	Calais Harbour...	Dovor Harbour...	3 15
16	Dovor Harbour...	Calais Harbour...	2 35	10	Dovor Harbour...	Calais Harbour...	2 28
17	Calais Harbour...	Dovor Harbour ...	4 0	11	Calais Harbour...	Dovor Harbour ...	3 30
18	Dovor Roads.....	Calais Harbour...	3 50	12	Dovor Roads.....	Calais Harbour...	3 30
19	Calais Harbour...	Dovor Harbour...	3 20	13	Calais Harbour...	Dovor Harbour...	3 35
20	Dovor Harbour...	Calais Roads.....	2 45	14	Dovor Roads.....	Calais Roads.....	3 35
21	Calais Harbour...	Dovor Harbour...	3 6	15	Calais Harbour...	Dovor Harbour...	3 2
22	Dovor Harbour...	Calais Roads.....	2 45	16	Dovor Harbour...	Calais Roads	2 41
23	Calais Harbour...	Dovor Roads.....	2 49	17	Calais Harbour...	Dovor Roads.....	2 50
24	Dovor Harbour...	Calais Harbour...	3 10	18	Dovor Harbour...	Calais Roads	2 40
25	Calais Harbour...	Dovor Harbour...	2 47	19	Calais Harbour...	Dovor Harbour ...	3 10
26	Dovor Harbour...	Calais Harbour...	2 38	20	Dovor Harbour ...	Calais Roads.....	2 25
27	Calais Harbour...	Dovor Harbour ...	3 3	21	Calais Harbour...	Dovor Harbour ...	3 15
28	Dovor Harbour...	Calais Harbour...	2 50	22	Dovor Harbour...	Calais Harbour...	2 24
29	Calais Harbour...	Dovor Harbour...	3 20	23	Calais Harbour...	Dovor Harbour ...	4 10
30	Dovor Harbour...	Calais Harbour...	2 37	24	Dovor Harbour...	Calais Harbour...	2 45
31	Calais Harbour...	Dovor Harbour...	3 50	25	Calais Harbour...	Dovor Roads	5 20
April 1	Dovor Roads.....	Calais Harbour...	2 50	26	Dovor Harbour...	Calais Harbour...	2 48
2	Calais Harbour...	Dovor Harbour...	3 32	27	Calais Harbour...	Dovor Roads	4 20
3	Dovor Roads.....	Calais Roads.....	2 45	28	Dovor Roads.....	Calais Roads.....	3 0
4	Calais Harbour...	Dovor Harbour...	3 15	29	Calais Harbour...	Dovor Harbour...	3 0
5	Dovor Harbour...	Calais Roads.....	2 50	30	Dovor Roads.....	Calais Roads.....	3 25
6	Calais Harbour...	Dovor Roads	2 50	July 1	Calais Harbour...	Dovor Roads	2 35
7	Dovor Harbour...	Calais Roads.....	2 50	2	Dovor Harbour...	Calais Roads.....	3 15
8	Calais Harbour...	Dovor Harbour...	3 0	3	Calais Harbour...	Dovor Harbour...	3 5
9	Dovor Harbour...	Calais Harbour ..	2 37	13	Dovor Harbour...	Calais Harbour...	2 30
10	Calais Harbour...	Dovor Harbour...	2 40	14	Calais Harbour...	Dovor Harbour ...	3 55
11	Dovor Harbour...	Calais Harbour...	2 23	15	Dovor Roads	Calais Roads.....	3 5
12	Calais Harbour...	Dovor Harbour ...	3 30	16	Calais Harbour...	Dovor Harbour...	3 15
13	Dovor Harbour...	Calais Harbour...	2 26	17	Dovor Harbour ...	Calais Roads.....	2 40
14	Calais Harbour...	Dovor Harbour...	3 45	18	Calais Harbour...	Dovor Roads.....	2 45
15	Dovor Roads.....	Calais Harbour...	2 26	19	Dovor Harbour...	Calais Harbour...	2 35
16	Calais Harbour...	Dovor Harbour...	3 30	20	Calais Harbour...	Dovor Roads.....	3 0
17	Dovor Roads.....	Calais Roads	3 0	21	Dovor Harbour...	Calais Harbour...	2 30
18	Calais Harbour...	Dovor Harbour...	5 0	22	Calais Harbour...	Dovor Harbour ...	3 0
19	Dovor Harbour...	Calais, Boulogne, & Calais: too much sea at Calais ...	7 50	23	Dovor Harbour ...	Calais Harbour...	3 0
				24	Calais Harbour...	Dovor Harbour...	3 0
				25	Dovor Harbour...	Calais Harbour...	2 45
20	Calais Harbour...	Dovor Roads	3 0	26	Calais Harbour...	Dovor Harbour...	2 50
21	Dovor Harbour...	Calais Harbour...	2 37	Aug. 3	Dovor Harbour...	Calais Harbour...	2 40
22	Calais Harbour...	Dovor Harbour...	3 0	4	Calais Harbour...	Dovor Harbour...	3 17
23	Dovor Harbour...	Calais Harbour...	2 26	5	Dovor Harbour...	Calais Harbour...	2 26

An ACCOUNT of Voyages by His Majesty's Packet "Crusader," from January 1 to September 16, 1835—(*continued.*)

No. 4.

Voyages of the "Crusader," &c.—(*continued.*)

Date of Voyages.	Departure from	Arrival at	Length of Passages.	Date of Voyages.	Departure from	Arrival at	Length of Passages.
1835.			H. M.	1835.			H. M.
Aug. 6	Calais Harbour...	Dovor Harbour...	4 10	Aug. 28	Dovor Roads	Calais Roads.....	3 0
7	Dovor Harbour...	Calais Harbour...	2 35	29	Calais Harbour...	Dovor Harbour...	2 55
8	Calais Harbour...	Dovor Harbour...	4 10	30	Dovor Harbour...	Calais Roads.....	2 50
9	Dovor Harbour...	Calais Harbour...	2 40	31	Calais Harbour...	Dovor Roads	2 40
10	Calais Harbour...	Dovor Harbour...	3 20	Sept. 2	Dovor Harbour...	Ostend Harbour..	7 40
12	Dovor Roads.....	Ostend Harbour..	7 38	3	Ostend Harbour..	Dovor Roads.....	9 0
13	Ostend Roads....	Dovor Harbour...	7 15	5	Dovor Harbour...	Calais Harbour...	2 30
14	Dovor Harbour...	Calais Roads.....	2 45	6	Calais Harbour...	Dovor Harbour...	3 5
15	Calais Harbour...	Dovor Harbour...	2 54	7	Dovor Harbour...	Calais Harbour...	2 48
16	Dovor Harbour...	Calais Roads.....	2 45	8	Calais Harbour...	Dovor Harbour...	3 15
17	Calais Harbour...	Dovor Roads.....	2 45	9	Dovor Roads.....	Ostend Harbour..	7 33
19	Dovor Harbour...	Ostend Harbour..	10 0	10	Ostend Harbour..	. . . .	..
20	Ostend Harbour..	Dovor Roads.....	7 45	11	. . . .	Ramsgate Harbour	16 40
21	Dovor Harbour...	Calais Harbour...	2 36	12	Dovor Roads.....	Calais Harbour...	3 45
22	Calais Harbour...	Dovor Harbour...	3 5	13	Calais Harbour...	Dovor Roads.....	3 0
23	Dovor Harbour...	Calais Harbour...	2 36	14	Dovor Harbour...	Calais Harbour...	2 25
24	Calais Harbour...	Dovor Harbour...	3 20	15	Calais Harbour...	Dovor Roads.....	2 40
26	Dovor Roads	Ostend Harbour..	7 30	16	Dovor Roads.....	Ostend Harbour..	8 15
27	Ostend Roads....	Dovor Harbour...	8 25	17	Ostend Harbour..	Dovor Harbour...	8 35

SUMMARY OF PRECEDING ACCOUNT.

Departures from Dovor Roads	33
Departures from Dovor Harbour	72
Arrivals at Calais Roads	36
Arrivals at Calais Harbour	60
Total Number of Calais Voyages	201
Total Number of Ostend and Boulogne Voyages . . .	9
Total Number of Voyages during the Year	210

A SUMMARY ACCOUNT of Voyages by His Majesty's Packet "Crusader," from July 1, 1831, to June 30, 1833.

	Number of Voyages.		Number of Voyages.
From Dovor Harbour	176	From Calais Harbour	196
From Dovor Roads	22	From Calais Roads	5
Arrived at Calais Harbour . . .	177	Arrived at Dover Harbour . . .	115
Arrived at Calais Roads	21	Arrived at Dovor Roads	46

N.B.—The Packet was in London, getting new boilers and repairs, from the 11th of May to the 9th of June, 1833.

(Signed) ABRAHAM HAMMOND,
Mate of His Majesty's Packet "Crusader."

No. 5.

No. 5.

Voyages of the "Firefly," from 1st Jan. to 16th Sept. 1835.

ACCOUNT of Voyages by His Majesty's Packet "Firefly," from January 1 to September 16, 1835.

Date of Voyages.	Departure from	Arrival at	Length of Passages.	Date of Voyages.	Departure from	Arrival at	Length of Voyages.
1835			H. M.	1835			H. M.
Jan. 4	Dovor Roads.....	Calais Roads.....	3 14	14	Ostend Harbour..	Dovor Roads.....	9 39
5	Calais Harbour ..	Dovor Harbour...	2 50	16	Dovor Harbour...	Calais Harbour...	2 29
6	Dovor Harbour...	Calais Roads.....	3 7	17	Calais Harbour...	Dovor Harbour...	3 38
7	Calais Harbour...	Dovor Roads.....	2 45	18	Dovor Roads.....	Calais Roads.....	3 0
8	Dovor Harbour...	Calais Roads.....	2 47	19	Calais Harbour...	Dovor Roads.....	3 5
9	Calais Harbour...	Dovor Harbour...	4 14	20	Dovor Roads.....	Calais Roads.....	2 30
10	Dovor Harbour...	Calais Harbour ..	2 33	21	Calais Harbour...	Dovor Roads.....	4 10
11	Calais Harbour ..	Dovor Roads.....	4 42	22	Dovor Harbour...	Calais Harbour...	2 25
13	Dovor Harbour...	Calais Harbour...	2 45	24	Calais Harbour...	Dover Roads.....	4 5
14	Calais Harbour...	Dovor Harbour...	3 7	25	Dovor Harbour...	Ostend Roads	6 25
15	Dovor Roads	Calais Harbour...	2 39	28	Ostend Harbour..	Dover Roads	11 20
17	Calais Harbour...	Dovor Roads	5 33	Mar. 1	Deal Roads.....	Calais Harbour...	4 0
17	Dovor Roads	Calais Harbour...	2 45	2	Calais Harbour...	Dovor Harbour...	3 35
18	Calais Harbour...	Dovor Harbour...	3 16	4	Dovor Roads.....	Ostend Harbour..	7 30
21	Dovor Roads	Calais Roads.....	3 22	9	Ostend Harbour ..	Dovor Roads.....	8 42
22	Calais Harbour...	Dovor Roads	3 17	13	Dovor Harbour...	Calais Harbour...	2 30
26	Dovor Harbour...	Calais Harbour...	2 24	14	Calais Harbour...	Ramsgate Harbour	5 52
27	Calais Harbour...	Dovor Harbour...	3 7	15	Dovor Roads.....	Calais Harbour...	2 50
28	Dovor Harbour...	Calais Harbour...	2 31	16	Calais Harbour...	Dovor Harbour...	5 0
29	Calais Harbour...	Dovor Harbour...	3 12	17	Dovor Roads.....	Calais Roads.....	2 55
30	Dovor Roads.....	Calais Harbour...	2 51	18	Calais Harbour...	Dovor Harbour...	2 55
31	Calais Harbour...	Dovor Harbour...	3 23	19	Dovor Roads.....	Calais Roads.....	3 0
Feb. 1	Dovor Roads.....	Calais Roads.....	2 55	20	Calais Harbour...	Dovor Harbour...	3 6
2	Calais Harbour...	Dovor Harbour...	4 52	21	Dovor Roads.....	Calais Roads.....	2 59
3	Dovor Harbour...	Calais Roads.....	2 52	22	Calais Harbour...	Dovor Roads.....	2 48
4	Calais Harbour...	Dovor Roads.....	2 51	27	Dovor Harbour...	Calais Harbour...	2 28
5	Dovor Roads.....	Calais Roads.....	2 29	28	Calais Harbour...	Dovor Harbour...	3 2
6	Calais Harbour...	Dovor Harbour...	4 9	29	Dovor Roads.....	Calais Harbour...	3 28
7	Dovor Roads.....	Calais Roads.....	2 30	30	Calais Harbour...	Dovor Harbour...	3 19
8	Calais Harbour...	Dovor Roads.....	4 34	31	Dovor Roads.....	Calais Harbour...	3 0
13	Dovor Harbour...	Ostend Harbour..	6 58	April 1	Calais Harbour...	Dovor Harbour...	3 47

No. 5.

Voyages of the "Firefly," &c.—(*continued.*)

Account of Voyages—*continued.*

Date of Voyages.	Departure from	Arrival at	Length of Passages.	Date of Voyages.	Departure from	Arrival at	Length of Passages.
1835.			H. M.	1835.			H. M.
April 2	Dovor Roads.....	Calais Roads.....	3 1	June 18	Calais Harbour...	Dovor Harbour...	3 15
3	Calais Harbour...	Dovor Harbour...	4 4	19	Dovor Harbour...	Calais Harbour...	2 27
4	Dovor Roads.....	Calais Roads.....	3 10	20	Calais Harbour...	Dovor Harbour...	3 14
5	Calais Harbour...	Dover Roads.....	2 41	21	Dovor Harbour...	Calais Harbour...	2 30
6	Dovor Harbour...	Calais Harbour...	2 45	22	Calais Harbour...	Dovor Harbour...	4 16
7	Calais Harbour...	Dovor Roads.....	2 35	23	Dovor Harbour...	Calais Harbour...	2 36
8	Dovor Harbour...	Calais Roads.....	2 40	24	Calais Harbour...	Dovor Harbour...	3 23
9	Calais Harbour...	Dovor Harbour...	3 26	25	Dovor Harbour...	Calais Harbour...	2 27
10	Dovor Harbour...	Calais Harbour...	2 35	26	Calais Harbour...	Dovor Harbour...	4 10
11	Calais Harbour...	Dovor Harbour...	2 48	27	Dovor Harbour...	Calais Harbour...	2 45
12	Dovor Harbour...	Calais Harbour...	2 31	28	Calais Harbour...	Dovor Harbour...	3 2
13	Calais Harbour...	Dovor Harbour...	3 38	29	Dovor Harbour...	Calais Harbour...	2 40
14	Dovor Roads.....	Calais Harbour...	2 54	30	Calais Harbour...	Dovor Harbour...	2 43
15	Calais Harbour...	Dovor Harbour...	3 22	July 1	Dovor Roads.....	Calais Roads.....	3 13
16	Dovor Roads.....	Calais Harbour...	4 15	2	Calais Harbour...	Dovor Harbour...	2 59
17	Calais Harbour...	Dovor Harbour...	3 20	3	Dovor Harbour...	Calais Roads.....	2 37
18	Dovor Roads.....	Calais Roads.....	3 20	4	Calais Harbour...	Dovor Roads.....	2 50
19	Calais Harbour...	Dovor Roads.....	3 37	5	Dovor Harbour...	Calais Harbour...	2 31
20	Dovor Roads.....	Calais Harbour...	2 59	6	Calais Harbour...	Dovor Harbour...	3 40
21	Calais Harbour...	Dovor Harbour...	3 0	7	Dovor Harbour...	Calais Harbour...	2 27
22	Dovor Harbour...	Calais Harbour...	2 26	8	Calais Harbour...	Dovor Harbour...	4 33
23	Calais Harbour...	Dovor Harbour...	2 50	9	Dovor Harbour...	Calais Harbour...	2 25
24	Dovor Harbour...	Calais Harbour...	2 20	10	Calais Harbour...	Dovor Harbour...	4 28
25	Calais Harbour...	Dovor Harbour...	3 53	11	Dovor Harbour...	Calais Harbour...	2 35
26	Dovor Harbour...	Calais Harbour...	2 25	12	Calais Harbour...	Dovor Harbour...	3 21
27	Calais Harbour...	Dovor Harbour...	3 20	18	Dovor Roads.....	Ostend Harbour..	8 6
28	Dovor Roads.....	Calais Harbour...	3 0	19	Ostend Harbour..	Dovor Harbour...	6 50
29	Calais Harbour...	Dovor Harbour...	2 57	20	Dovor Harbour...	Calais Harbour...	2 25
30	Dovor Harbour...	Calais Harbour...	2 22	21	Calais Harbour...	Dovor Harbour...	2 46
May 1	Calais Harbour...	Dovor Harbour...	3 9	22	Dovor Harbour...	Calais Harbour...	2 45
2	Dovor Roads.....	Calais Harbour...	3 3	23	Calais Harbour...	Dovor Harbour...	2 54
3	Calais Harbour..	Dovor Harbour...	2 52	24	Dovor Harbour...	Calais Harbour...	2 48
4	Dovor Harbour...	Calais Harbour...	2 29	25	Calais Harbour...	Dovor Harbour...	2 47
5	Calais Harbour...	Dovor Harbour...	2 36	26	Dovor Harbour...	Calais Harbour...	2 50
6	Dovor Roads.....	Calais Roads.....	2 36	27	Calais Harbour...	Dovor Harbour...	2 52
7	Calais Harbour...	Dovor Harbour...	3 50	28	Dovor Roads.....	Calais Roads.....	3 2
8	Dovor Harbour...	Calais Harbour...	2 26	29	Calais Harbour...	Dovor Harbour...	2 44
9	Calais Habour....	Dovor Harbour...	3 17	30	Dovor Roads.....	Calais Roads.....	3 10
10	Dovor Harbour...	Calais Harbour...	2 18	31	Calais Harbour...	Dovor Harbour...	2 40
11	Calais Harbour...	Dovor Harbour...	3 35	Aug. 1	Dovor Roads.....	Calais Roads.....	3 16
12	Dovor Harbour...	Calais Harbour...	2 25	2	Calais Harbour...	Dovor Roads.....	2 43
13	Calais Harbour...	Dovor Roads.....	6 0	5	Dovor Harbour...	Ostend Roads....	6 46
14	Dovor Roads.....	Calais Harbour...	3 13	6	Ostend Harbour..	Dovor Harbour...	11 55
15	Calais Harbour...	Dovor Harbour...	2 26	8	Dovor Harbour...	Calais Harbour...	2 51
16	Dovor Roads.....	Calais Roads.....	2 55	9	Calais Harbour...	Dovor Harbour...	2 50
17	Calais Harbour...	Dovor Roads.....	2 43	10	Dovor Harbour...	Calais Harbour...	2 32
18	Dovor Harbour...	Calais Harbour...	2 35	11	Calais Harbour...	Dovor Harbour...	2 55
19	Calais Harbour...	Dovor Roads.....	2 40	12	Dovor Roads.....	Calais Harbour...	3 1
20	Dovor Harbour...	Calais Roads.....	2 57	13	Calais Harbour...	Dovor Roads.....	2 41
21	Calais Harbour...	Dovor Harbour...	2 58	15	Dovor Roads.....	Ostend Harbour..	8 30
22	Dovor Harbour...	Calais Harbour...	2 30	16	Ostend Harbour..	Dovor Harbour...	6 58
23	Calais Harbour...	Dovor Harbour...	3 9	17	Dovor Harbour...	Calais Harbour...	2 45
24	Dovor Harbour...	Calais Harbour...	2 25	18	Calais Harbour...	Dovor Harbour...	2 42
25	Calais Harbour...	Dovor Harbour...	4 48	19	Dovor Roads.....	Calais Roads.....	2 47
26	Dovor Harbour...	Calais Harbour...	2 24	20	Calais Harbour...	Dovor Harbour...	2 50
27	Calais Harbour...	Dovor Harbour...	3 33	21	Dovor Harbour...	Ostend Harbour..	6 51
28	Dovor Harbour...	Calais Harbour...	2 45	22	Ostend Harbour..	Dovor Roads.....	9 13
29	Calais Harbour...	Dovor Harbour...	2 50	25	Dovor Harbour...	Calais Harbour...	2 40
30	Dovor Roads.....	Calais Harbour...	3 25	26	Calais Harbour...	Dovor Harbour...	4 30
31	Calais Harbour...	Dovor Harbour...	3 0	27	Dovor Roads.....	Calais Roads.....	3 10
June 1	Dovor Harbour...	Calais Harbour...	2 32	28	Calais Harbour...	Dovor Harbour...	2 42
2	Calais Harbour...	Dovor Harbour...	2 45	29	Dovor Roads.....	Ostend Harbour..	9 26
3	Dovor Roads.....	Calais Roads.....	3 2	30	Ostend Roads....	Dovor Harbour...	6 43
4	Calais Harbour...	Dovor Roads.....	2 40	Sept. 1	Dovor Harbour...	Calais Roads.....	2 55
5	Dovor Harbour...	Boulogne Roads..	4 44	2	Calais Harbour...	Dovor Harbour...	3 3
6	Calais Harbour...	Dovor Harbour...	3 7	3	Dovor Harbour...	Calais Harbour...	2 52
7	Dovor Harbour...	Calais Harbour...	2 25	4	Calais Harbour...	Dovor Harbour...	2 50
8	Calais Harbour...	Dovor Harbour...	3 5	5	Dovor Harbour...	Ostend Harbour..	6 23
9	Dovor Harbour...	Calais Harbour...	2 25	6	Ostend Harbour..	Dovor Roads.....	8 10
10	Calais Harbour...	Dovor Harbour...	3 0	8	Dovor Roads.....	Calais Harbour...	3 10
11	Dovor Harbour...	Calais Harbour...	2 26	9	Calais Harbour...	Dovor Roads.....	5 58
12	Calais Harbour...	Dovor Harbour...	3 4	10	Dovor Roads.....	Calais Harbour...	3 20
13	Dovor Roads.....	Calais Harbour...	3 7	11	Calais Harbour...	Dovor Roads.....	5 20
14	Calais Harbour...	Dovor Harbour...	2 49	12	Dovor Roads.....	Ostend Harbour..	7 23
15	Dovor Harbour...	Calais Harbour...	2 40	13	Ostend Roads....	Dovor Harbour...	8 10
16	Calais Harbour...	Dovor Harbour...	2 44	16	Dovor Roads.....	Calais Roads.....	2 44
17	Dovor Roads.....	Calais Roads.....	3 1				

SUMMARY OF PRECEDING ACCOUNT.

Calais	Total departures from Roads at Dovor	42	98
	Total departures from Harbour at Dovor	56	
	Total arrivals in Roads at Calais	31	98
	Total arrivals in Harbour at Calais	66	
	Total arrival at Boulogne	1	
	Total Number of Voyages to Ostend	10	
	Total Number of Passages performed to and from Calais, Boulogne and Ostend	215	

(Signed) E. C. Rutter,
Mate of His Majesty's Packet "Firefly."

No. 6.

No. 6.

Voyages of the "Ferret," from 1st Jan. to 16th Sept. 1835.

ACCOUNT of Voyages made by His Majesty's Packet "Ferret," from Jan. 1 to Sept. 16, 1835.

Date of Voyages.	Departure from	Arrival at	Length of Passages	Date of Voyages.	Departures from	Arrival at	Length of Passages
1835.			H. M.	1835.			H. M.
Jan. 1	Calais Harbour....	Dovor Harbour....	4 45	July 7	Calais Harbour....	Dovor Harbour....	2 30
2	Dovor Roads.....	Calais Roads.....	3 0	8	Dovor Harbour....	Calais Harbour....	2 7
3	Calais Harbour....	London	11 0	9	Calais Harbour....	Dovor Harbour....	3 3
4	London	Dovor Harbour....	8 55	10	Dovor Harbour....	Calais Harbour....	2 12
5	Dovor Harbour	Calais Harbour....	2 45	11	Calais Harbour....	Dovor Harbour....	3 5
6	Calais Harbour....	Dovor Roads.....	2 42	12	Dovor Roads.....	Calais Roads.....	2 45
7	Dovor Roads	Calais Roads.....	2 35	13	Calais Harbour....	Dovor Harbour....	5 0
8	Calais Harbour....	Dovor Roads.....	2 40	14	Dovor Roads.....	Calais Roads.....	3 0
9	Dovor Harbour	Calais Harbour....	2 20	15	Calais Harbour....	Dovor Roads.....	2 30
10	Calais Harbour....	Dovor Harbour....	3 45	16	Dovor Harbour....	Calais Roads.....	2 23
11	Dovor Harbour	Calais Harbour....	2 20	17	Calais Harbour....	Dovor Harbour....	2 33
12	Calais Harbour....	Dovor Harbour....	4 0	18	Dovor Roads.....	Calais Roads.....	2 43
19	Dovor Harbour	Calais Harbour....	2 20	19	Calais Harbour	Dovor Roads.....	2 45
21	Calais Harbour....	Dovor Harbour....	4 0	27	Dovor Harbour....	Calais Harbour....	2 20
22	Dovor Harbour....	Calais Roads.....	2 30	28	Calais Harbour....	Dovor Harbour....	2 55
23	Calais Harbour....	Dovor Roads.....	2 55	29	Dovor Roads	Calais Harbour....	3 10
24	Dovor Harbour....	Calais Roads.....	2 18	30	Calais Harbour....	Dovor Harbour....	2 55
25	Calais Harbour....	Dovor Harbour....	3 48	31	Dovor Roads.....	Calais Roads	2 40
27	Dovor Harbour....	Calais Harbour....	2 30	Aug. 1	Calais Harbour....	Dovor Harbour	2 28
28	Calais Harbour....	Dovor Harbour....	2 55	2	Dovor Harbour....	Calais Roads	2 35
29	Dovor Roads.....	Calais Harbour....	2 40	3	Calais Harbour....	Dovor Roads.....	2 25
30	Calais Harbour....	Dovor Harbour....	3 5	4	Dovor Harbour....	Calais Harbour....	2 17
31	Dovor Roads.....	Calais Harbour	2 40	5	Calais Harbour....	Dovor Harbour	2 50
Feb. 1	Calais Harbour....	Dovor Harbour....	3 20	6	Dovor Harbour....	Calais Harbour....	2 20
9	Dover Harbour....	Calais Harbour....	2 40	7	Calais Horbour....	Dovor Harbour	3 50
11	Calais Harbour....	Dovor Harbour....	3 45	8	Dovor Harbour....	Ostend Harbour ...	7 0
12	Dovor Harbour....	Calais Harbour....	2 40	9	Ostend Harbour ...	Dovor Roads.....	7 42
13	Calais Harbour....	Dovor Harbour....	4 45	11	Dovor Roads.....	Calais Harbour....	2 20
14	Dovor Harbour....	Calais Harbour....	2 37	12	Calais Harbour....	Dovor Harbour	3 35
15	Calais Harbour....	Dovor Harbour....	4 35	13	Dovor Roads.....	Calais Roads.....	2 55
17	Dovor Roads.....	Calais Roads.....	2 55	14	Calais Harbour....	Dovor Harbour	2 25
18	Calais Harbour....	Dovor Harbour....	3 45	15	Dovor Roads.....	Calais Roads.....	2 40
19	Dovor Harbour....	Calais Roads.....	2 20	16	Calais Harbour....	Dovor Roads.....	2 35
20	Calais Harbour....	Dovor Roads.....	4 0	18	Dovor Harbour....	Calais Harbour....	2 35
21	Dovor Roads	Calais Roads.....	2 25	19	Calais Harbour....	Dovor Harbour....	2 50
22	Calais Harbour....	Dovor Roads.....	3 45	22	Dovor Harbour	Calais Harbour....	2 15
24	Dovor Harbour....	Calais Harbour....	2 25	23	Calais Harbour....	Dovor Harbour....	3 35
25	Calais Harbour....	Ramsgate Harbour.	4 30	24	Dovor Harbour	Calais Harbour....	3 0
27	Downs	Calais Harbour....	4 10	25	Calais Harbour....	Dovor Harbour....	3 3
28	Calais Harbour....	Dovor Roads.....	4 50	26	Dovor Roads.....	Calais Harbour....	2 55
Mar. 2	Dovor Harbour....	Calais Harbour....	2 30	27	Calais Harbour....	Dovor Harbour....	3 6
3	Calais Harbour....	Dovor Roads.....	7 35	28	Dovor Harbour....	Calais Harbour....	2 27
4	Dovor Roads.....	Calais Roads.....	2 55	22	Dovor Roads	Calais Roads.....	3 30
5	Calais Harbour....	Dovor Roads.....	4 0	30	Calais Harbour....	Dovor Roads.....	2 45
6	Dovor Roads.....	Calais Harbour....	2 40	31	Dovor Harbour....	Calais Harbour....	2 27
8	Calais Harbour....	Dovor Roads.....	3 25	Sept. 1	Calais Harbour....	Dovor Harbour....	2 25
10	Dovor Roads.....	Calais Harbour....	2 25	2	Dovor Harbour....	Calais Roads.....	2 40
11	Calais Harbour....	Ramsgate Harbour.	4 30	3	Calais Harbour....	Dovor Harbour....	3 0
12	Dovor Roads.....	Calais Harbour....	2 40	4	Dovor Harbour....	Calais Harbour....	2 20
13	Calais Harbour....	Dovor Harbour....	3 30	5	Calais Harbour....	Dover Harbour....	2 50
14	Dovor Harbour....	Calais Harbour....	2 55	6	Dovor Harbour....	Calais Harbour....	2 35
15	Calais Harbour....	Dovor Harbour....	2 30	7	Calais Harbour....	Dovor Harbour....	2 50
23	Dovor Roads.....	Calais Harbour....	5 5	9	Dovor Roads.....	Calais Harbour....	3 0
24	Calais Harbour....	Dovor Harbour....	2 45	10	Calais Harbour....	Dovor Roads.....	5 0
25	Dovor Harbour	Boulogne Harbour .	3 3	11	Dovor Roads.....	Calais Harbour....	3 15
26	Boulogne Harbour.	Dovor Harbour....	2 50	12	Calais Harbour....	Dovor Harbour....	4 10
July 1	Dovor Roads.....	Ostend Harbour...	7 45	13	Dovor Harbour....	Calais Roads.....	2 35
2	Ostend Harbour ...	Dovor Harbour....	6 35	14	Calais Harbour....	Dovor Roads.....	2 55
4	Dovor Roads.....	Calais Roads.....	2 19	15	Dovor Harbour....	Calais Roads.....	2 40
5	Calais Harbour....	Dovor Harbour....	3 10	16	Calais Harbour....	Dovor Roads.....	2 50
6	Dovor Harbour....	Calais Harbour....	2 10				

SUMMARY OF PRECEDING ACCOUNT.

Departures from Dover Roads	25
Departures from Dovor Harbour	34
Arrivals at Calais Roads	21
Arrivals at Calais Harbour	36
Total Number of Passages to and from Calais or Boulogne, &c.	114
Number of Voyages to Ostend	2
Total Number of Passages performed during the Year	121

From March 26th to June 30th, the "Ferret" refitting.

H. J. SELATER,
Mate of His Majesty's Packet "Ferret."

No. 7.

Number of Passengers, &c. conveyed by His Majesty's Steam-Packets between Dovor and Calais, and Dovor and Ostend, in each of the last Four Years.

No. 7.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed by His Majesty's Steam Packets, between Dovor and Calais, and Dovor and Ostend, in each of the last Four Years.

BETWEEN DOVOR AND CALAIS.

Year.	Passengers.	Carriages.	Horses.	Dogs.	Bullion.	Other Freight.
1832	15,187	376	69	2	266 Cases.	40 Parcels, 2 Corpses.
1833	20,407	665	112	20	468 „	25 „ 3 „
1834	19,118	658	68	5	123 „	4 „ 2 „
1835	16,348	579	61	1	469 „	34 „ 2 „

BETWEEN DOVOR AND OSTEND.

Year.	Passengers.	Carriages.	Horses.	Dogs.	Bullion.	Other Freight.
1832	1,683	15	9	..	1 Case.	2 Parcels.
1833	2,013	40	33	..	..	19 „ 1 Corpse.
1834	1,979	49	13	..	..	2 „
1835	2,839	78	46	..	3 Cases.	2 „

GRATIAN HART, Agent, Dovor.

No. 8.

Fares charged by His Majesty's Packets between Dovor and Calais, and Dovor and Ostend.

No. 8.

RETURN of Fares by His Majesty's Packets between Dovor and Calais, and Dovor and Ostend.

TO CALAIS.

	£.	s.	d.
Cabin Passengers	0	10	6
Children under 10 years of age	0	5	0
Servants	0	5	0
Deck Passengers, (Forward)	0	5	0
Carriages on Four Wheels	2	2	0
„ on Two Wheels	1	1	0
Horses	1	11	6

Bullion, Freight, 1*s.* on £100.

TO OSTEND.

	£.	s.	d.
Cabin Passengers	1	1	0
Children under 10 years of age	0	10	6
Servants	0	10	6
Deck Passengers, (Forward)	0	7	0
Carriages on Four Wheels	3	3	0
„ on Two Wheels	2	2	0
Horses	2	2	0

Bullion, Freight, 1*s.* on £100.

By Command of His Majesty's Postmaster-General,

GRATIAN HART, Agent.

No. 9.

Number of Tons of Coals consumed, Quantity purchased, and Average price paid, during the last Three Years.

No. 9.

RETURN of the Number of Tons of Coal consumed by each of the Steamers on the Dovor Station during each of the last Three Years.

	Crusader.		Firefly.		Ferret.		Spitfire.		Salamander.		Arrow.	
	Tons.	Bush.	Tons.	Bush.	Tons.	Bush.	Tons.	Bush.	Tons.	Bush.	Tons.	Bush.
Year ending July 1833	299	..	340	6	311	12	272	2	314	3	..	..
„ „ 1834	433	..	477	26½	443	..	24	24	397	24	386	21
„ „ 1835	523	22	419	½	314	9	..	..	574	2	719	12

Quantity of Coal purchased by the Agents at Dovor, Calais, Ostend, &c., and the Average Price paid by them.

		Tons.	Bushels.	Average Price per Ton.
				s. *d.*
Year ending July 1833	Dovor	1,500	10	24 0
	Calais	37	10	33 10½
	Ostend	148	4	23 0
	Ramsgate	7	..	23 0
Year ending July 1834	Dovor	1,553	14	23 0
	Calais	148	18½	33 10½
	Ostend	205	3	23 0
	Ramsgate	13	14	23 0
	Rochester	7	..	23 0
Year ending July 1835	Dovor	2,334	..	23 0
	Calais	61	7½	33 10½
	Ostend	323	6	23 0
	Ramsgate	25	..	23 0

General Post-office,
19th September 1835.

F. FREELING, Secretary.

No. 10.

No. 10.

Statement of Gratian Hart, Esq.

DOVOR STATION.

Mr. *Hart*, Packet Agent.

No part of the stores supplied to the packets on this station are contracted for, with the exception of the coals which are supplied by a person in London under a contract with the Postmaster-General. This contractor is paid by the agent here. There have been only two instances during the time Mr. Hart has been on the Dovor station, of coals being paid for by the Postmaster-General's warrant; that has been for two bills during the present year, which were paid in March last: one bill amounted to £165. 12*s*., another to £259. 18*s*.

The coals have been supplied by the same person, during all the time Mr. Hart has been agent, and for many years previous. The present price is 23*s*. a ton, which includes all expense of laying them into the store at Dovor. The expense of putting them on board the packets is paid for by Mr. Hart, at the rate of 1*s*. 6*d*. per load of 18 cwt.

The crews of the packets were formerly employed to fill the sacks when off active duty, and 1*s*. a load for carting from the store to the packets was then paid; but when the packets sailed daily to Calais, and four times a-week to Ostend, finding that it was impossible for the crews of the packets to continue this extra task, on the 16th September 1833, Mr. Hart recommended to the Board to advance the allowance from 1*s*. to 1*s*. 6*d*. a load, to pay the laddermen to fill the sacks, in conjunction with the carter, and deliver the coals on board the packets. The coals were some time ago contracted for at the rate of 25*s*. a ton, but a new contract was made in the year 1833, at 23*s*. They are supplied with great regularity by the contractors, Messrs. Pegg, of London. They formerly had an agent here, a Mr. Peake, who attended to the store, and informed them when any supply was wanted. This is now done by Mr. Brayley, the person employed by the agent to superintend the issue of coals. In case of the coals running short through the non-arrival of the contractor's vessels from stress of weather, coals are purchased here. This was attended to by Mr. Peake, when Messrs. Pegg's agent, but he having frequently supplied coals of an inferior quality was objected to by Mr. Hart, and now any extra coals which may be required are purchased by Mr. Brayley, the plyer and superintendent of stores. Mr. Brayley is paid by the contractor whatever the price may be at Dovor. All the coals, however, whether purchased here or sent from London, are delivered into store at the contract price. Mr. Brayley is allowed by the contractors a small gratuity for his trouble. The quantity of coals delivered into store is notified to the agent by the clerk of the collector of customs, delivering to him the receipt for the duties. There is no other check of the quantity delivered than the accounts of the meter employed by the Custom-house.

Mr. Hart conceived that a stronger check on the correct delivery of the proper quantity of coals delivered into the store could not be enforced than by the superintendence of the coal-meter or king's officer, who regulated the amount of duty to be paid, by the actual quantity delivered into the store, and the contractors were paid for the quantity of coals thus ascertained to be deposited in the coal store. Mr. Hart does not see them delivered, nor Mr. Brayley, whom he employs as storekeeper. Any requisition for coals for the packets is made to Mr. Brayley; they are issued by him in the manner stated in his report, which Mr. Hart has seen. No account is given by any person on board the packets of the quantity of coals they receive.

The account of the number of loads of coal received from the store and delivered on board each separate packet the six days preceding, is regularly sent to the agent every Monday, who then pays the 1*s*. 6*d*. a-load, delivered according to the last agreement. The accounts of coal received into store, and thus delivered to the packets have never, to the agent's knowledge, so far disagreed as to occasion the smallest suspicion of any depredation.

The only means Mr. Hart has of ascertaining the quantity delivered to each vessel, is from the carter's account for conveying them on board. This account is delivered every Monday morning. The issues of coals are entered in a memorandum book from these accounts. The accounts of the receipt and issue of coals is transmitted to the Post-office monthly, and the quantity remaining in store is ascertained by deducting the issue from the receipts, no measurement ever being made.

The manner of providing oil, tallow, hemp, and other small stores, is by purchase from different tradesmen, who charge the current prices for whatever they supply. No order is given by the captain for these stores. The mate generally orders and receives whatever is necessary. The tradesman inserts in a book kept by the mate, the quantity of stores which he supplies to the engineer, or any of the crew who may be sent for these stores; a separate book is kept by the mate of each vessel. These books kept by the mates are not sent to the agent to be compared with the charges made in the tradesmen's bills. The bills are sent in quarterly to the agent's clerk, separate bills for each vessel. Immediately on receiving these bills, they are paid by the agent, and the only check which he has, is his dependence upon the honour of the tradesman, not to charge for more than has been actually delivered. No person signs these bills, nor are they in any way certified by the Captains or other officers of the packets. The vouchers are sent up every month to be examined by the accountant-general at the Post-office, and an abstract of the accounts is transmitted quarterly, signed and certified by the agent.

Mr. Hart believes that an account of the stores received on board the vessels is kept by the mates. These accounts are neither transmitted to the agent nor to the Post-office. The

No. 10.

Statement of Gratian Hart, Esq.

Captains of the vessels are at liberty to choose their own tradesmen, with the consent of the agent. Mr. Hart, however, never interferes, except when he thinks he can get a lower price in cases where masts, spars, and sails, or other large stores are required. Small stores, such as oil, tallow, &c., are always purchased from the same persons by the Captains or mates.

The agent has no authority to make any purchase or to order any repair or painting without first ascertaining the expense from different tradesmen, and then reporting the lowest charge to the Board, and requesting authority for the purchase, painting, or repair. The mates are in general natives of Dovor.

At Calais, whatever coals or stores are necessary, are purchased by the mates, who, on producing their bills to the agent at Dovor, are immediately paid. The captain is in no way responsible for these stores; he gives no order to the mates to purchase them, and the agent considers the mates alone responsible. With the exception of oil, the stores bought at Calais are small in amount. The oil is generally got there, as the price is less and the quality better. The coals required at Calais are purchased by the mate; the present price is 33*s.* 10*d.* a-ton. They are of very inferior quality, and injure the boilers and bars.

At Calais there is no packet agent; the only person employed by the Post-office there, is a plyer, who receives 100 francs a-month. The mails are carried on shore and delivered at the Post-office by the mailman, who also has the charge of the despatches, which he conveys to the consul. There is an agent at Ostend who pays in the first instance for stores supplied to the packets there, and transmits the bills to the agent at Dovor, who remits the amount quarterly by one of the captains. The Ostend accounts are examined by the agent at Dovor, to see if they correspond with the vouchers.

The present scale of fares for passengers by the Post-office packets was fixed by the Postmaster-General about two years ago. The agent has no power to alter these rates nor to allow a free passage without the authority of the Postmaster-General.

The captain has no authority whatever with respect to the rates, nor does he at all control the receipts, further than signing the daily bill when presented to him.

The mate keeps the account of the receipts. He is the responsible person, and there is no check beyond the daily bill delivered to the agent, and which is by him transmitted to the Post-office.

April 10, 1805. Mr. Hart was appointed agent of packets at the station at Husum, where he received the mails from England for Hamburg and Bremen, the despatches from the royal family for the Hanoverian Government, and many from the Secretary of State's Office, for the ambassadors residing at the different foreign courts, from whom he also received despatches for England, brought to Husum by the king's messengers, who either left those despatches in the hands of the agent, or went with them in the packet-boats to England; the mails for England were delivered to Mr. Hart, to be forwarded as the packet-boats sailed in turn for England.

Mr. Hart occasionally shifted from place to place, as Cuxhaven, Husum, and Tonninghen, as the approach of the French threatened danger to the English correspondence; these removals took place at all seasons of the year, as the enemy advanced, and were attended by great personal inconvenience and occasional loss of property; the communication was kept open between Denmark and England to the last moment it could be done with safety to the correspondence; when the Danes threatening to seize the mails, the agent, and lastly, the packet-boats, Mr. Hart took his final departure for England, after about two years and a half's residence as agent on the Continent.

During the Walcheren expedition, Mr. Hart was ordered to Flushing with some thousands of letters for the army, but from circumstances, the delivery of them, to any extent, was impossible.

Aug. 11, 1808. The English packet-boats being ordered to touch at Madeira on their passage out to the Brazils, and also on their return from the Brazils to England, Mr. Hart was appointed agent at Madeira, to receive the correspondence for that island, for the factory, and the governor and garrison; he did not remain at Madeira many months, the deputy consul being entrusted with this duty.

Nov. 1809. Mr. Hart received the appointment of agent of packets at Lisbon, and received the mails from England, and the letters for the numerous garrison then there, and returned the bags of letters collected at Lisbon against the departure of the English packets. Mr. Hart remained at Lisbon but a few months.

April 1810. Mr. Hart was made a riding-surveyor, and performed the duty of that department some years in the manufacturing districts of Lancashire and part of Yorkshire, when the correspondence of the manufacturers was most flourishing and productive. Mr. Hart continued a surveyor until January 1832, when he became agent of packets at Dovor, as travelling, under the circumstances of his health, became painful and dangerous; the duties of agent at that time were comparatively small, and Mr. Hart was thought competent to them, without the assistance of a clerk, who was not allowed; but when the mails for France were sent daily, and the mails to Ostend sent four times a-week instead of twice, despatched at very early hours in the morning, the duty became very severe and responsible.

(Signed) G. Hart.

No. 11.

No. 11.
Statement of Captain Hamilton.

Dovor, September 12, 1835.

Captain Hamilton, Commander of the "Ferret,"

Has been commander of a Post-office packet since 1803. Was appointed to the Harwich station and remained there until 1814, when he was removed to Dovor, where he has continued ever since. Before the introduction of steamers into the Post-office service, Captain Hamilton was consulted by the Board, and was employed to superintend their building and outfit. Of late, great improvements have been made in the Post-office steamers; but upon this station the power of the engines is not in any of the packets what it ought to be. The consequence is, that their speed does not come up to that of one of the French Post-office steamers, nor to some of the private vessels. The "Ferret" has recently been lengthened 12 feet, by the recommendation of Captain Hamilton, at an expense of £480. Since this alteration she goes much faster under sail, much easier, and is a better sea boat in every way. When the "Ferret" was lengthened she ought to have had engines of 35-horse power, or at least 30, put in. At present her engines are only 25-horse power each.

Captain Hamilton entirely agrees with Captain Smithett, that the "Arrow" and "Ferret' are vessels of the very best description for the Dovor station, provided they had increased power. He would recommend that the other three vessels, *viz.*, the "Crusader," "Salamander," and "Firefly," should be similarly lengthened, and that each vessel should be fitted with two engines of 35-horse power.

A striking instance of this want of power was exhibited on Thursday last. The French mail boat, the "Courrier," which left Calais half an hour after the "Ferret," in blowing weather, arrived half an hour before the "Ferret," at Dovor, which enabled the French packet-boat to save the tide and get into harbour, while Captain Hamilton was obliged to remain outside and land his passengers at very great risk in the bay.

Captain Hamilton does not consider himself responsible for the stores on board, but thinks it right to see that every possible economy is used in the consumption. With respect to the prices charged by the tradesmen, he conceives that it is not his duty to exercise any control, nor could he do so, as he is never aware of what the prices are. Formerly, when Sir Thomas Mansel was agent, Captain Hamilton had the whole management of the supply of stores. Sir Thomas Mansel not being a seaman, never interfered, and referred to Captain Hamilton in every case when anything was required by the commanders of the other vessels. Since the new arrangement with France for carrying a mail daily, the receipts of the Post-office packets have greatly diminished, and the expenditure is very much increased, owing to the early hour of departure from Dovor.

In 1833, according to a calculation made by Captain Hamilton, the receipts of the "Ferret" were £4,327. 12*s.* 7*d.*, while the expenditure for repairs at Dovor, stores, &c., amounted to only £1,462. 18*s.*

In this calculation the coals are estimated at £1 a ton,* which he thinks would have been the price charged for the best coals by a coal-merchant at Dovor. No coals are ever supplied by merchants at Dovor, but are contracted for in London. Whatever small stores are required at Calais, are purchased by the mate, who is paid the amount of the bills by Mr. Hart. The private companies receive all their stores from London, and Captain Hamilton thinks that the Post-office should adopt the same plan.

Captain Hamilton thinks there would not be the least use in employing an agent at Calais, nor is he, as a captain of a packet, at all aware of the duties which the agent performs at Ostend, with the exception of receiving the Ambassador's bag, which is done at Calais by the Consul, and paying some tradesmens' bills, having previously had money remitted from the agent at Dovor. Thinks that there should be more regularity with respect to the issue of stores, and a regular storekeeper to superintend the delivery of them; and regular entries should be made of receipts and issues.

Calais, September 17, 1835.

He begs to illustrate the disadvantages arising from the class of vessels now in use, by what occurred at Calais to-day. The "Firefly" left Calais between six and seven o'clock this morning, with very few passengers on board. Had the vessel been of sufficient power, she might have waited for the afternoon tide, having no mails or dispatches to carry over, and taken a freight of passengers and carriages which the French vessel got. The reason for starting thus early without waiting for the passengers was, that, from the inferiority of the vessel, the captain could not rely with certainty upon making his passage to Dovor if he waited for the afternoon tide. Had the vessel been of the class and power recommended by Captain Hamilton, he would have had no hesitation in waiting. With the "Ferret," which he commands, he would have been obliged to do the same thing from want of power in the engines. When the "Ferret" was lengthened this summer, he strongly recommended that the power of her engines should be increased; but the Post-office would not agree to this proposition.

Captain Hamilton found some difficulty in getting permission to have his vessel lengthened; but Captain Elliot, when secretary of the Admiralty, having been detained at Calais with his family for three days, from the packet not being able to put to sea, which a vessel adapted for the station might have done, saw the necessity of having some improvement in the present

* The price then paid was £1. 4*s.* per ton (*vide* Return, No. 9.)

No. 11.

Statement of Captain Hamilton.

packets, and strongly supported Captain Hamilton's recommendation, which was, at length, attended to. The "Ferret" has, therefore, been lengthened this summer, but no improvement has been made in the other vessels upon this station, *viz.*, the "Firefly," the "Crusader," and "Salamander."

Captain Hamilton used formerly to report to the agent at Dovor as to the efficiency of the packets on the Dovor station, and when any repairs were required; but has not done so since the recent arrangement with the French Government. The Post-office packets have not been improved in the same degree as those of the private companies, and, consequently, they compete with them on very disadvantageous terms. Had the steamers been the property of the commanders on this station, as the Harwich packets formerly were, they would not only have kept pace with the improvements of the vessels of the private companies, but would have put on such a superior class of vessels as would have entirely done away with any private competition.

The number of passengers who have landed by the mail-boats at Calais from Dovor this year is very much diminished in consequence of the private companies running their vessels frequently to Boulogne. There are now two steamers, the "Water Witch" and "Britannia," put upon the Dovor station, which will run to Boulogne and Calais. They are so very superior to the Post-office packets, that with the advantage of being always enabled to start from the harbour and to save the tide on both sides, they will carry over such a number of passengers as will decrease the receipts of the Post-office packets to an incalculable extent.

An offer was made to the captains on the Dovor station, when steamers were first introduced in the service, to become proprietors of the steamers, as they had formerly been of the sailing packets, at Harwich; but from steam being then in its infancy, they declined the proposal made to them, not having had any experience to enable them to form an estimate of the expense of navigating and maintaining steamers.

The present system adopted at Dovor with respect to the receipt and issue of stores affords no efficient check either against the tradesmen or coal contractor. The agent depends entirely for the account of the quantity of coals delivered, upon the meter employed by the Custom-house. There ought to be a responsible person on the part of the Post-office to see them weighed and measured, for the meter's account can be but little relied upon. Even when coals are supplied to private individuals these accounts are frequently incorrect, and there is a still greater probability that they may be so when the coals are for the packets, when the meter is aware that there is no further check upon the statement he makes. The person who signs the account of the delivery of coals is a Mr. Peake, of the Custom-house. He is not the agent employed by the coal-contractor, but is his brother. The only person who controls the supply of coals is Brayley, the plyer, who is not paid anything additional for this. He cannot be present during the time the coals are taken out of the store and carried down to the quay by the laddermen and carters. To show how little reliance can be placed upon the meter's account of coals delivered at Dovor, Captain Hamilton says that lately a private individual, suspecting the accuracy of the meter's account, had two sacks weighed and found one deficient by 17lbs. the other by 8lbs. Captain Hamilton is of opinion that were there an old flat-bottomed vessel placed in a convenient birth in Dovor harbour, appropriated to the sole use of the mail boats, containing therein coals, stores, &c., with a forge upon deck, and under the charge of a responsible practical man living on board, that very great saving of expense would ensue, as the collier could go alongside the store vessel and discharge her cargo into her, under the superintendence of the person on board, and no embezzlement could take place; the great expense and waste in carting the coals and putting them on board the steamers would be avoided. The man in charge would be ready at any time of the night to deliver coals, &c., to the steamers; and should any slight repairs be necessary, the forge on board the store-ship could be made use of, day or night, by the engineers of the packets.

If an engineer were to live on board this store-ship, he might take charge not only of her, but also superintend the whole of the packets, inspecting their machinery on arrival, reporting any neglect of those on board to the agent, which, if he have the repairs to do, he will, to save himself trouble, never omit. This engineer would likewise be in readiness, if from sickness, or any other cause, one of the boats might be in want of one. Were the system adopted relative to the stores and small repairs, there would be no occasion to rent the present warehouse, or employ the Dovor tradesmen, carters, &c.; and Captain Hamilton, from his long experience and knowledge of the packet establishment, considers a very great saving of expense would inevitably follow, and that the service would be performed with great regularity and despatch.

Captain Hamilton has read over the statement of Captain Sherlock, and entirely agrees with the opinion which Captain Sherlock has given relative to the packets upon this station.

(Signed) J. Hamilton.

No. 12.

Statement of Mr. Norwood.

No. 12.

Dovor, September 12th, 1835.

Mr. *Norwood,* Postmaster, Dovor.

Has been employed by Mr. Hart, the packet-agent, as his clerk, since January 1832, when Mr. Hart was appointed to the Dovor station; makes out all the accounts that are transmitted to the Post-office, which are afterwards signed by Mr. Hart; collects the vouchers from the different tradesmen every quarter, and, after having made a list of them, and ascertained the amount, takes them to Mr. Hart, the agent, who gives a check for the total sum; does not consider it any part of his duty to make any observations as to the charges in the tradesmen's

bills, but merely to ascertain the amount of them, and has invariably received a check from Mr. Hart for the total amount of the bills. No. 12. Statement of Mr. Norwood.

The accounts kept are—a daily account of the receipts for passengers, which is transmitted every night to the Post-office; a weekly account, which is transmitted every Sunday night, containing the total amount of receipts; a monthly abstract of the receipts and expenditure; and a debtor and creditor quarterly account. The vouchers are always sent. There are no other money accounts kept by Mr. Norwood, nor any accounts whatever relative to the receipts or issue of stores.

There is an account of the quantity of coals consumed by each vessel made out and transmitted to the Post-office once a-month. This account is taken from the bills of the carter and laddermen for putting the coals on board. Is not aware whether the captain, engineer, or any person on board the vessels, keeps an account of the coals received: depends entirely on the carter's and porter's bills in making out this monthly return. It has never been the practice to keep copies of the vouchers. There are no means of ascertaining here the quantity of stores which have been supplied for any vessel, but the cost can be made out from a copy of the abstract of the tradesmen's accounts. Could ascertain by inquiring of the tradesmen whether any alteration had taken place in the price of oil, tallow, or any other of the small stores, but has no other means of information, as the vouchers are not kept here, nor copied before being sent to the General Post-office. All the accounts connected with the packets are kept at the Post-office by Mr. Norwood. He receives an allowance of £2 a-year from the agent for stationery.

Three foreign mails are made up at Dovor,—one for Calais, another for Boulogne, and a third for Paris, which includes letters for Italy, Spain, Switzerland, and some parts of Germany. The postage to Calais was formerly 1*s.* 2*d.*, but has been recently reduced to 6*d.*: this change has given the greatest satisfaction at Dovor; the charge formerly made of 1*s.* 2*d.* was a subject of general complaint. The change which has taken place is not yet generally known, and people, in bringing a French letter, frequently tender 1*s.* 2*d.* Mr. Norwood feels satisfied that the reduction in the postage to France will eventually be beneficial to the revenue. The former high rate was a great inducement to people to send their letters by the packets without the medium of the Post-office.

No mail is made up at Dovor for Ostend, and the present charge for a letter from Dovor to Ostend is 1*s.* 10*d.* As Ostend letters from Dovor are all sent up to London, there is always a delay of two days, and sometimes of three, in consequence of an Ostend mail not being made up here. Does not conceive that there can be any objections to making up a bag for Ostend, nor would it materially increase the labour of the postmaster at Dovor.

(Signed) William Norwood Postmaster.

No. 13. No. 13. Statement of Captain Lyne.

Captain *E. Lyne*, of the "Crusader" Steam-packet.

Dovor, 11*th September* 1835.

Has been 26 years in the Post-office service, commanding packets; has commanded a steam-packet for nine years. He is of the same opinion as Captain L. Smithett, that, if the "Crusader" was lengthened and had greater power, she would be infinitely better calculated for the duties she has to perform. He says that yesterday he could not make any progress from Ostend, owing to the inferiority of the "Crusader," and that, after remaining all night at the back of the Goodwin Sand, he was obliged to bear up this morning for Ramsgate, and land his mail; whereas, if he had had a better vessel, with greater power, he could have arrived here last evening, in place of this morning. The French vessel that left Calais yesterday, being of great power, made her passage easily.

He also states that, from the great competition between the French and English Post-office steamers, he takes three times the number of five-shilling passengers he did formerly.

With respect to the small stores he states that the first mate generally purchases them, and they are paid for by the agent quarterly. The mate keeps a book containing the amount of such purchases, but it is never demanded by the agent or the Accountant-General at the Post-office, to check the tradesmen's accounts.

He considers the mailman the responsible person for the mail; he likewise considers the first mate as the responsible person for the passage-money, as he collects it and gives it to the agent: the captain signs the account of passengers, which is daily delivered to the agent at Dovor. The account is also signed by the mailman or second mate. He is not aware of what the duty of the agent at Ostend consists in.

(Signed) E. Lyne.

No. 14. No. 14. Statement of Captain Smithett.

Captain *Luke Smithett*, Commander of the "Arrow" Ostend Steamer.

10*th September* 1835.

The duties of the packet-agent at Ostend are to receive the Government despatches and purchase the stores required for the vessels at Ostend. The same tradesmen are always employed, and the mate orders from them whatever articles may be required for the vessels.

No. 14.

Statement of Captain Smithett.

He does not give the agent an account of the stores supplied, but he ought to see that the stores purchased are delivered on board. The tradesmen send their bills to the agent, who submits them to the captain for his signature. Quarterly accounts of these disbursements are transmitted to the agent at Dovor, and a remittance is made by him, on receipt of this account, to the agent at Ostend. The agent's signature alone is attached to this account. Trifling disbursements on board are paid for by the mates, and repaid to them by the agent at Dovor.

The coals at Ostend are supplied by contract with the General Post-office, the present price being £1. 3*s*. a ton, including all expense of putting them on board. They are not equal in quality to the coals, supplied at Dovor; they are Flemish coals, from Mons. There is no store for coals at Ostend; they are supplied by the contractor as required. The second mate generally sees the coals weighed before they are sent on board, and the agent has nothing to do with them further than paying the contractor's bills. The chief mate gives a receipt for the coals. The engineer, carpenter, and other officers, receive an order from the captain to get whatever articles they may require from the tradesmen at Ostend. The different officers on board judge as to the quality of the stores supplied, and would complain to the agent if they were in any way inferior.

When any repairs of consequence are required at Dovor the captain makes a report to the Post-office through the agent, and receives the directions of the Postmaster-General as to the manner and place in which these repairs are to be executed. In case these repairs are not properly done, the captain reports to the Post-office. Bills for repairs are sent to the captain of the vessel, who reports if they are properly executed, and signs the bills.

No reduction of the scale of fares has been made for the last two years. Formerly the captain used, at his discretion, to take very reduced rates for passengers when there was great opposition on the station, but the Post-office packets were never the first to reduce fares. The stewards are appointed by the captains, and receive 12*s*. a-week and the profits of anything supplied to the passengers. The Post-office furnishes the cabins, but the stewards replace breakage of crockery, &c.

The Post-office packets on this station are capable of great improvement, and would, if lengthened, and with larger engines, perform the voyage with greater regularity and in much shorter time; at present they are too small, and the engines have not sufficient power, especially in the winter season. The "Arrow," which Captain Smithett commands, has been lengthened. Its present length is 108 feet, breadth of beam 17 feet. The "Crusader," "Salamander," and "Firefly," are about 14 feet shorter than the "Arrow." (The "Ferret" about the same length.) These vessels, if lengthened about 10 feet, and with two engines of 30-horse power each, would be particularly well adapted for this station, and passengers would then, in all probability, give them a decided preference to the French and English vessels which now run from Dovor to Calais in opposition to them. Only one of the French boats surpasses the Post-office packets in speed, and that vessel has a high-pressure engine.

Captain Smithett commanded his present vessel when on the Portpatrick station. Since that period she has been lengthened, and her engines increased from two twenties to two of 30-horse power; and he considers that she would now perform a voyage in half the time she formerly did in strong head-winds, and that she could go too in weather that she could not have done formerly. The "Salamander," "Firefly," and "Crusader," three of the Dovor packets, are smaller than the "Arrow" formerly was, and he therefore supposes that lengthening them, and giving them greater power, would produce similar advantages to those gained by the "Arrow," and thereby render them in every respect better adapted for their present work. Taking the size and situations of the harbours into consideration, he thinks two 35-horse power engines, if any alterations are made, would be still more beneficial.

Captain Smithett states that the above observations, relative to the size of the packets and power of the engines, equally apply to the station of Portpatrick, where he had seven years' experience in command of a Post-office steam-packet. From the inferiority of the vessels on that station he has often been detained in port when, had the vessels been of the description he recommends, he could have made the passage with ease.

(Signed) LUKE SMITHETT.

No. 15.

Letter of Captain Smithett.

No. 15.

Dovor, 12th September 1835.

SIR,—According to your request, I beg leave to suggest for your information the following observations relative to the present communication between Dovor and Ostend.

1st, That the "Salamander" should be lengthened from 10 to 12 feet by the bow, and the power of her engines increased by enlarging her cylinders.

2d, That, when the "Arrow" may require new boilers, the power of her engines should also be increased by putting in larger cylinders.

These alterations would, in my opinion, render the vessels on the Ostend station as efficient as any vessels could possibly be for that service, and increase their speed very much in bad weather and head-winds. I do not recommend any alteration in the hours of departure from Dovor, but it is advisable that the time of leaving Ostend should be as soon after seven A. M. as possible, in place of half-past eight, as at present. This would, in the winter season, be of the greatest advantage to the regularity, as well as the certainty, of getting across before night.

No. 15.
Letter of Captain Smithett.

With respect to the days of leaving Ostend, I do not see they can be better arranged so as to give each packet a sufficient time to overhaul her engines and boilers; and every Wednesday and Saturday there are despatches from the Ambassador in Brussels.

As far as relates to the supply of stores, I consider the agent to be the best judge as to whether there can be any improvement; but I am certain, as regards myself and officers, that no improper or extravagant consumption of anything ever takes place on board the "Arrow."

I am, Sir, your obedient servant,

J. R. Gardiner, Esq. LUKE SMITHETT.

No. 16.

No. 16.
Statement of Captain Sherlock.

Captain *Robert Sherlock*, of the "Firefly" Steam-Packet,

Dovor, 14th September 1835.

Has been 24 years captain of a Post-office packet, and eight years in command of a steamer. Is of the same opinion as all the other captains on the Dovor station respecting the dimensions and power of the vessels best adapted to perform the service, *i. e.*, that they should have two engines of 35-horse power each, and should be of the same size as the "Arrow."

Captain Sherlock states that the Firefly is very inferior to the French Post-office packets, and even to the private steamers on this station, and that, consequently, he loses many passengers, and makes very uncertain voyages in bad weather. He is of opinion that if better vessels were employed by the Post-office they would much oftener save the tide in the harbours and avoid anchoring outside, frequently to the great risk of landing their passengers in boats, and always attended with much expense in wear and tear and consumption of fuel.

Owing to the late regulation respecting the arrival of the English mail at Calais, at 11 A. M., a very serious loss has been sustained by the English packets. The expense of maintaining them has been increased, and the receipt of passage money greatly diminished. This occurs in consequence of the English packet being now obliged to lie afloat outside Dovor harbour all night to be in readiness for departure with the morning mail, and she must keep her steam up at an increased expenditure of coals, equal, at least, to what would be necessary for the voyage. While in this situation, outside Dovor harbour, few passengers will go to the expense of boat-hire to convey them on board at so early an hour as that fixed for the departure of the mails, when, by waiting until the tide answers in the harbour, they can get across to Calais either in the private steamers or French Post-office boats for 5*s*. The packet also, when obliged to remain in the roads, loses the freight on carriages, horses, bullion, &c. &c., from the great expense and difficulty of getting them on board.

The French Post-office packets have here a great advantage. The Paris mail arrives at Calais about 11 o'clock, and the time allowed for conveying it to Dovor is until 10 o'clock at night. They are thus enabled to start from Calais harbour, having very seldom to wait outside, and having no mail to carry back from Dovor, they can generally arrange their departure so as to suit the tide on both sides of the Channel, and thus avoid all the expense the English packets are put to in addition to their loss of freight and passengers. He believes that it was at the suggestion of the Calais Post-office captains that this arrangement of arriving at Calais at 11 A. M. was adopted, for the purpose of giving them the passengers, and that they would have completely succeeded in this, had not a private company at Dovor opposed them. This private company conveyed, from the 1st of April 1834 to the 31st of March 1835, 3,497 passengers, 116 carriages, 569 horses, amounting in freight to £2,500, from Dovor to Calais only, not including what they brought home. They are now building a vessel very superior to any on the station, with two engines of 35-horse power each; a proof that they also think that this power and class of vessels is best adapted for the Dovor and Calais station. He estimates the loss in freight sustained by the three English packets from Dovor to Calais, by the recent arrangement with the French Government, at £4,000 a-year. If the time for the arrival of the English mails at Calais were extended until one o'clock this loss might be avoided, and the mails would still get to Paris at seven A. M. the following morning; 18 hours being the time allowed from Calais to Paris.

The French packets frequently take cabin passengers for half fare, to oppose the English packets when they both leave together. From this conduct on the part of the French packets in reducing the fare, Captain Sherlock says if he did not do the same he would get no passengers except those of the first respectability; and therefore in self-defence he is obliged to take his passengers at 5*s*., and there is no distinction made on board between those who pay 5*s*. and those who pay 10*s*. 6*d*. on those occasions. The arrangement about the passengers' fares is left to the chief and second mates, who collect the money, the captain having, during the voyage, to attend to the navigation of his vessel.

Captain Sherlock does not consider himself responsible for the stores on board; there is no instance of the captain of a packet being made accountable, as in the navy, for any deficiencies. The captain merely sees there is no wilful waste while at sea. The small stores are got from tradesmen, by the order of the chief mate, and are paid for quarterly by the agent. The agent never receives any account from the captain or mate of the supply thus delivered on board the packet. The first mate pays for any stores purchased at Calais, and is reimbursed by the agent at Dovor on producing his bills.

No. 16.

Statement of Captain Sherlock.

The same duty is performed by the mailman, or second mate, at Calais as at Ostend. Captain Sherlock is not aware of any duty connected with the packets which is performed by the packet agent at Ostend. There is no agent at Calais, nor does he see any necessity for one there.

Captain Sherlock is decidedly of opinion that if better vessels were on the station, with more power, the service could be performed with a great reduction of expenditure, and if the hour of arrival at Calais could be altered, as he suggests, from 11 A. M. to 1 P. M., private competition would altogether cease, and the French competition be so considerably reduced as to make the passengers pay full fare, and not half fare as at present.

(Signed) R. Sherlock, Captain, "Firefly."
E. C. Rutter, Chief Mate.
H. L. Pascall, Mailman.

No. 17.

Statement of Captain Mudge.

No. 17.

Captain *Robert Mudge*, His Majesty's Packet "Salamander," Ostend Station,

Dovor, 24th September 1835.

Has read the statement of Captain Lyne, and entirely agrees with him that the vessels ought to be lengthened to the extent that the "Arrow" and "Ferret" have recently been, and that none of the packets should have less than two 35-horse power engines. Captain Mudge is of opinion that by lengthening the vessels, and giving them additional power, there would be less of wear and tear, arising from the capability they would then possess of more frequently saving the tide on both sides of the Channel. He also supposes that if a store-vessel were placed in Dovor harbour, with a forge on board, under the control of an efficient engineer, who would visit every packet on her arrival, inspect the machinery, and report the defects (if any), with the cause, either from neglect, or otherwise, of those on board, that a saving of expense might ensue. This engineer would have the superintendence of the delivery of all the small stores, acting under the agent, who would check him. He might have a fixed salary of £150 a-year; be obliged, in conjunction with the engineers of the packets, to do all small repairs both to the engines and boilers; and should any of the engineers be sick, or unable to perform their duty from accidental causes, he could supply their place for the necessary time, and thus avoid any delay or inconvenience to the public service. Such a man, under an agent of practical experience in steam navigation, would render the packets on this station very efficient.

Captain Mudge is of opinion that the Ostend station, from being so much exposed, and the dangerous nature of the Flemish coast, more peculiarly requires power and speed in the vessels, and had the "Salamander" been his own property, as the sailing packets formerly were the property of the captains, he would long since have lengthened her, and given her additional power, and improved, if possible, her accommodations, if he could by any means have raised funds for doing so. He thinks that by thus acting he would ultimately be a gainer, and probably have prevented competition from the private companies, who invariably keep improving their vessels in construction and power as the science of steam navigation advances.

(Signed) R. Mudge.

No. 18.

Statement of Mr. Selater.

No. 18.

Mr. *Hugh Selater*, First Mate of the "Ferret."

Dovor, 12th September 1835.

It is the duty of the chief mate to receive the fares from passengers, and keep an account which is delivered to the agent each voyage. An agreement was entered into between the French and English Governments, about 12 months ago, by which the fares to be taken, as agreed on both sides, were 10*s*. 6*d*. for cabin passengers, and 5*s*. for deck passengers. The French boats, Mr. Selater thinks, have never strictly adhered to this agreement, but carry cabin passengers frequently at half fare. He has orders to keep the cabin passengers and deck passengers distinct from each other, and abides by his orders as strictly as he can. Passengers paying half fare very seldom go into the cabin except in bad weather. In fine weather passengers very seldom go below, the passage being so short. Formerly there used to be a line drawn across the vessels, and deck passengers were not allowed to go abaft this line. No such distinction can at present be adhered to, in consequence of the opposition with the French boats. There used formerly to be very few deck passengers, not one-half of what there now are.

(Signed) H. Selater.

Having read the above statement of Mr. Selater I believe it to be perfectly correct.
J. Hamilton, Commander of the "Ferret."

No. 19.

No. 19.
Statement of Mr. Hare.

Mr. *S. Hare,* First Mate of the "Salamander."

Dovor, 12th September 1835.

Has been 24 years in the service of the Post-office. He collects all the passage money of the "Salamander," which he delivers to the agent at Dovor. Since the competition with the French Post-office packets the number of 5*s.* passengers has increased five-fold, and the receipts have very much diminished on the Calais station.

When small stores are wanting for the engine-room, such as oil, tallow, oakum, candles, &c. the stoker goes to the tradesmen (who are seldom or ever changed), and gets what he wants. He takes with him a book, in which the tradesmen insert what they supply. The book is not kept by the first mate, but in the engine-room; the mate seldom or ever sees it; nor is it ever sent for by the agent, to check the tradesmen's accounts. The stoker may, or may not, take the book, just as he chooses. The engineer sends in to the captain a monthly account of the expenditure of oil and tallow, which is forwarded to the agent. Mr. Hare does not consider himself at all responsible for these stores, either in the amount received or in the expenditure, of neither of which does he keep an account, that being done by the engineer. He is not aware whether the captain is responsible for the supply of stores. Captain Mudge is the commander of the "Salamander," and is at present on leave of absence, the vessel being under repair. Mr. Hare believes that the French packets at present carry their passengers generally for 5*s.* when their hour of starting is the same as the English packets. The English packets have, consequently, been obliged, in their own defence, to carry passengers at the same rate. No distinction is made on board between the passengers paying 10*s.* 6*d.* and those paying 5*s.* The mate, in taking the fares from the passengers who pay 5*s.*, endeavours to do it without being observed by those who pay the full fare. The plyer uses his discretion in making an agreement to carry passengers for 5*s.* He does not give any written note or memorandum of the passengers with whom he has made this agreement, but generally points them out to the mate, mailman, or steward. It frequently happens that a passenger, on being asked by mistake for the full fare, says that he will not pay more than 5*s.*: in that case they do not demand more than 5*s.* There is no distinction at present made on board between the passengers paying the full fare and those who pay half fare.

Mr. Hare, after 23 years' experience in the packet service, three of which have been in steam-boats, is of opinion that were the "Salamander" lengthened, and had increased power, she would be infinitely better calculated to perform her duty, and do it with much greater regularity than at present. The "Salamander" has been in harbour for the last three weeks, under repair. The repairs that are now executing are not, he believes, contracted for, but are executed under his superintendence as chief mate, the captain being absent. Mr. Hare keeps an account of the number of hours the men are employed, and takes his account to the agent at the end of the repairs. At Ostend whatever coals are required are supplied by the contractor, on an application from the mate. There is no written order given when coals are required, but the second mate, or one of the crew, goes to the coal-merchant, and applies for whatever is necessary. It is not customary to see the coals weighed before they are put on board (it has been occasionally done), but the coal-merchant sends an account of the quantity supplied, which is signed by the first mate. There is no other signature to this account. The coals are sent down in bags, and the mate could, if he suspected the proper quantity was not sent, form a pretty correct estimate, from the size of the bags, of the deficiency. The mate has had the bags occasionally counted, but never had any of them weighed. Each bag ought to contain 1 cwt. The agent at Ostend does not superintend the delivery of coals. He is not aware of what the duty of the agent at Ostend may be, having so little to do with him. He does not interfere with the supply of stores of any description. Any small stores that are required at Ostend are paid for by the agent. He collects the bills, and sends them to the captain for his signature before signing them. The captain generally shows these bills to the mate before signing them. Few stores are required at Ostend, with the exception of coals and carpenters' stores.

(Signed) S. Hare.

No. 20.

No. 20.
Statement of Mr. Knight.

Richard Knight, Second Mate and Mailman of the "Crusader."

Dovor, 11th September 1835.

Has been 16 years in the Post-office service. Considers himself the responsible person for the safe delivery of the mail. He receives the mail at the Post-office at Dovor, accompanied by a way-bill. On delivering the mail at Calais, his way-bill is signed at the Post-office there, which, on his return to Dovor, he delivers to the postmaster. This way-bill describes the species of mail sent, and the time it is delivered at Calais Post-office.

Mr. Knight takes the Consul's bag, which he delivers at the Consular Office, and likewise a small bag, supposed to contain Dovor letters, which he delivers at the Post-office at Calais. He also observes the time when the mail-coach leaves Calais, which he reports to the first mate, for the information of the Dovor Post-office. He occasionally takes the mail to Ostend; and delivers it to the Post-office in the same manner he does at Calais, but takes no way-bill.

No. 20.

Statement of Mr. Knight.

He also takes to Ostend a bag for the Post-office packet agent, which contains the Consul's bags, which Mr. Knight receives from the agent, to convey to the Consul's house.

Mr. Knight, on returning from Ostend, brings the mail from the Post-office at Ostend, and the agent's bag, which contains all the Consul's despatches. He considers he does the same work at Calais, where there is no packet agent, as at Ostend, where there is one. Mr. Knight is not aware what the duty of the Ostend agent consists in, except his receiving a bag of letters.

All distressed British subjects who are sent home in the packets from Ostend, have 7*s.* paid by the Consul for their passage, but those sent from Calais by the Consul are not paid for.

Mr. Knight assists the mate in collecting the passage money on the Calais station. He is generally about the hotels at Dovor and Calais, for the express purpose of getting passengers. At present he is obliged, from the great competition with the French steam-packets, (who take all their passengers at 5*s.* when any English steam-vessel is going at the same time,) to take passengers at the same rate; *i. e.*, 5*s.* The nominal rate of passage by both the French and English Post-office packets is 10*s.* 6*d.* for cabin passengers, and 5*s.* for deck passengers; but now, generally, this great competition enables the public to obtain a passage for 5*s.*, and there are but few 10*s.* 6*d.* passengers at present. Mr. Knight takes the names of all the passengers conveyed backwards and forwards. When French money is taken from passengers it is at the rate of 25 francs to £1 sterling. This rate never varies, whatever the course of exchange may be.

Having had an experience of 32 years in various classes of vessels, he considers that an increase of power to the engines, and length to the vessels, would render them much more efficient than at present, and would give superior accommodation to passengers. Three weeks ago the "Courier," a French packet-boat, starting at the same time with the "Crusader," in order to get some passengers and a carriage, offered to take the whole for nothing if he did not get in 20 minutes before the English boat. The passengers declined the offer, and took the English boat. The French boat did get in nearly 20 minutes before them.

(Signed) R. KNIGHT.

No. 21.

Statement of Mr. Brayley.

No. 21.

Philip Brayley, Plyer.

Dovor, 10th September 1835.

Is plyer at Dovor, and was formerly a mailman. Has been 33 years in the service of the Post-office. His duty is to look after passengers for the Post packets. At one period, when the opposition on this station was greater than it now is, he had a discretionary power of bargaining with passengers, and has frequently sent over six or eight passengers for £1. The way this arrangement was made was by his going down to the packet with the passengers, and saying to the mate, Such a number (six or eight,) are to pay only £1. About two years ago a regulation was made by the Post-office, prohibiting the reduction of fares, and fixing the rates at 10*s.* 6*d.* for cabin passengers, and 5*s.* for deck passengers. Within the last four months the French packets have been in the habit of carrying cabin passengers for 5*s*: the consequence is that people frequently say that they will not go in the English vessels unless they are taken as cabin passengers for 5*s.* In such cases, to prevent losing them altogether, Mr. Brayley agrees to carry them for the half fare, and mentions to the mate or mailman who are to pay 5*s.* and who 10*s.* 6*d.*

Receives £1 per week from the Post-office, as plyer; has no other emolument from the Post-office; but Mr. Hart employs him to superintend the delivery of stores, and the key of the stores is in his possession. When coals are delivered into the store by the contractor, a meter checks the quantity, in order to charge the duty. Neither the agent, nor any one on the part of the Post-office, attends to ascertain whether the quantity delivered is the same as charged in the contractor's bill. The meter delivers to Mr. Hart an account of the quantity of coals, signed by an officer of the custom-house; upon receipt of which, he gives an acknowledgment to the contractors for the quantity, as stated in the meter's account.

When coals are required for the use of the steam-boats an application is made to Mr. Brayley by one of the officers of the ship. No written order is given; they merely say, "We want such a quantity of coals," which are sent down from the store; and if the quantity is not sufficient, another application is made. On being told the quantity required, he desires the carter (who contracts to put the coals on board from the store at 1*s.* 6*d.* a load of 18 cwt.) to take the required quantity to the vessel. Mr. Brayley being obliged, during the time coals are put on board, to ply for passengers, is in the habit of giving the key of the store to the carter, or one of his porters, who put the coals into bags, and put them on board the vessel. They are not weighed or measured by the carter, or any other person, who only form an estimate, from the size of the bags, of the quantity. The key of the store is returned to Mr. Brayley either the same evening or next morning, according as the issue is during the night or in the day. The coals are very frequently put on board at night. When a vessel is expected late at night, they are taken down to the quay in the early part of the evening, and left there until the arrival of the vessel. The laddermen or porters look after the bags when they are left on the quay. During the time the store is open no person is present but the laddermen.

Mr. Brayley receives occasionally a small gratuity from the contractors for coals, but has no other perquisite, nor does he receive any allowance from the agent for superintending the

delivery of the stores. The carter keeps the only account of the issue, which the agent receives every Monday morning. The carter keeps this account of the issues, in order to make his charge for putting them on board. This charge is made against each vessel separately, which gives the means of ascertaining the quantity they receive.

No. 21.
Statement of Mr. Brayley.

(Signed) P. Brayley.

This appears to me a correct statement.
September 11*th*, 1835.

(Signed) Gratian Hart, *Agent, Dovor.*

No. 22.

No. 22.
Statement of Mr. Lanlis.

Philip Lanlis, Plyer.

Calais.

Has been plyer for the Post-office packets since 1815, having been previously a shipwright in the arsenal at Boulogne. Was originally employed by the captains of the Harwich packets, and has continued in the service ever since. When the French and English packets start from Calais at the same time, passengers are carried over at half fare. The waiters at the different hotels at Calais are in the practice of informing travellers that if they will go in the French boats they can get over for 5*s*. When Lanlis tells travellers the cabin fare of the English packets is 10*s*. 6*d*., they generally say, "We shall not go with the English boat, as the waiter here tells us we can get by the French packet for 5*s*." Lanlis is consequently obliged to ask the captain or mate to take them for 5*s*., which they do rather than lose them.

The estafette from Paris arrives about 10 or before 11 o'clock, and starts for Paris at noon. The despatches from the English Ambassador at Paris arrive at Calais twice a-week—Wednesday and Sunday—at an early hour in the morning, at two, three, or four o'clock. Lanlis reports the hour the courier arrives to the captain of the Post-office packet. The despatches are always left at the Consul's. The French courier generally takes his despatches over in the English boat, as the French boats, not being obliged to be at Dovor until 10 o'clock at night, wait at Calais for the tide. Since the new regulation between the French and English Governments the passengers by the English boats have very much decreased.

(Signed) Philip Lanlis.

No. 23.

No. 23.
Statement of Messrs. Ismay and Wood.

Thomas Ismay, Ironmonger, at Dovor.

Dovor, 12*th September* 1835.

Has supplied the packets with stores in his line for the last 30 years, and previous to the introduction of Government vessels he supplied the private packets. He supplies the three Calais boats, and does all the small repairs in the engines and boilers. The engineer orders the stores from him without any other authority. He takes no book, nor does he receive any account of these stores from Mr. Ismay. Any stores not relating to the engine-room are ordered by the first mate; neither does he receive any account of the stores so delivered by his orders. Mr. Ismay enters all these issues of stores in his book, and he sends in his accounts quarterly to the agent, when he is paid. He is not aware that the agent has any other document than his bill to check the amount of stores supplied, nor does the agent know, until the expiration of the quarter, what amount of stores has been issued.

(Signed) Thomas Ismay.

The packets supplied by Mr. Ismay are the "Crusader," "Ferret," and "Firefly."

Thomas Wood, Chandler.

Dovor, 12*th September* 1835.

I have read the statement of Mr. Ismay with respect to supplying stores to the packets, and the same manner is also adopted at my warehouse.

I supply five steam-vessels with tallow, oil, candles, brooms, brushes, &c., and my accounts paid by the agent, from July 1833 to July 1835, amount to £349. 5*s*. 1½*d*.

(Signed) Thomas Wood.

No. 24.

No. 24.
Extract from Statement of Captain Le Gros.

Extract from a Statement received from the Agent for the French Packets at Calais.

The coals for the Post-office packets have latterly been brought from Newcastle. The last vessel they freighted from Newcastle to Calais brought seven keels.

No. 24.

Extract from Statement of Captain Le Gros.

	£.	*s.*	*d.*
The price per keel at Newcastle was £6. 6*s.*			
For seven keels	44	2	0
Freight £9 per keel	63	0	0
Port dues at Newcastle	6	0	0
Making the total cost on board the vessel at Calais	£113	2	0

	Francs.			
The tonnage duty at Calais amounted to	120			
Cost of unloading and putting into store	250			
Carters	125			
Superintending the delivery and seeing them weighed and measured	15			
	25½ | 510 francs	£	20	0
Total expense of seven keels of coals laid into store		£133	2	0

The cost of putting them on board from the store is six sous for two hectolitres.

No. 25.

Letter of Monsieur Benard.

No. 25.

Monsieur Benard's Letter, with Prices of Small Stores at Calais.

St. Pierre les Calais, 22d September 1835.

MONSIEUR,—According to your desire, I subjoin a list of the prices at which I can deliver the following merchandise, *viz.* :—

	£.	*s.*	*d.*
Oil, per gallon, imperial measure	0	4	10
Tallow, per hundred pounds	2	4	0
Soft soap, per ditto	1	12	0
Cogs for wheels, each	0	4	0
English coals, per ton	1	8	6½

I beg to observe that the weights, measures, and moneys are English, and that the goods will be delivered on board without any additional charge; and have the honour to remain

Your obedient servant,

J. R. Gardiner, Esq. P. BENARD.

No. 26.

Statement of Mr. Cass.

No. 26.

Mr. *Cass*, Packet Agent, Ostend.

Ostend, 19th September 1835.

Has been employed by the Post-office as packet-agent since 1820. In April 1828, two Post-office steamers were put upon the Ostend station; their days of arrival from Dovor were Wednesday and Saturday, and departure for Dovor the same. Since 28th October 1834, mails have arrived from Dovor four times a-week, *viz.*, on Tuesday, Wednesday, Friday, and Saturday, and they return the following days. When there were only two mails a-week from Dovor, the Post-office employed the same number of steamers they do now.

The coals supplied at Ostend for the packets are contracted for at £1. 3*s.* per English ton of 1,015 killogrammes. The price used to be £1. 6*s.*, but has been latterly reduced. The amount paid quarterly for coals here averages nearly £100; they pay no export duty, the Belgian Government having agreed to take it off upon a representation made by the agent here.

Mr. Cass is not aware upon what terms English coals could be imported for the use of the packets, but will ascertain. The coal contractor is paid quarterly, and all the bills for small stores are settled at the same time. He collects all the bills, and makes an abstract of them, which is transmitted to Mr. Hart, the agent at Dovor, who remits the amount. Mr. Cass does not himself attend to see the coals delivered, but the mates have instructions from him to see them weighed before they are put on board, and he believes that they always do so.

Despatches are received at Ostend for the Ambassador at Brussels twice a-week. These despatches are brought on shore by the mailman, and conveyed to Mr. Cass in the first instance; they are not forwarded to Brussels by him, as formerly, but taken to the Consul. Thinks this a very inconvenient arrangement. By carrying the despatches from one to the other, as is done at present, there is always a loss of half an hour. The same person who brings the despatches to him takes them on to the Consul.

At present there is no contract for the supply of coals at Ostend, nor has there been for about the last year and a half. When the packets were first established a contract was made with the coal-merchant, who at present supplies the coals for one year. Mr. Cass received tenders at that time from different coal-merchants of the town, and Mr. M'Laggan's was the lowest. Since that period the price of coals having fallen, he obtained a reduction in price of 3*s.* a ton from Mr. M'Laggan. There is no additional expense for putting the coals on board the packets. The only accounts which pass through the hands of the agent at Ostend

No. 26.
Statement of Mr. Cass.

are the tradesmen's bills for small stores. Mr. Cass believes that the mates keep a book containing an account of the quantity of coals and other stores received on board the packets, but this book is never sent to Mr. Cass when he examines the vouchers; a certificate, however, of all the principal stores supplied to the packets, and signed by the first mates, is always delivered to him as a check upon the tradesmen's bills. The only account retained at Ostend is a copy of the quarterly abstract of the tradesmen's bills. The vouchers are not kept at Ostend, but forwarded to the agent at Dovor, and no copies of them are made here.

The Post-office packets go to sea frequently in the winter season, when no other vessels leave this harbour. There is a steamer betwixt London and Ostend, belonging to the General Steam Navigation Company. This vessel has several times remained in harbour when the Post-office packets have put to sea and made their passage. There have been instances of the Post-office packets making two or three voyages while the London steamers remained in harbour on account of the stress of weather.

(Signed) NATHANIEL CASS.

No. 27.

No. 27.
Statement of Monsieur Doussaint.

Monsieur *Doussaint's* Letter relative to the price of Coal at Ostend.

22*d Septembre* 1835.

MONSIEUR,—J'ai l'honneur de vous proposer que, si le Gouvernement Anglais le desire, je fournirai le charbon necessaire à la consommation des malles aux prix de vingt-deux francs cinquante centimes, ou dix-huit schellings, *le tonneau Anglais*. Le charbon sera de première qualité dit *gailettes* sans poussière.

Veuillez m'honorer d'un mot de reponse si ma proposition est acceptée afin que je puisse faire à tems mes provisions, ayant la complaisance, si la chose est possible, de me faire connaître, à peu près, les quantités à fournir par mois, et pendant combien de tems durera le marché; sans, cependant, que cette simple indication puisse lier l'administration, si elle ne voulait pas traiter pour un tems déterminée.

Agréez, monsieur, l'hommage de ma consideration distinguée.

DOUSSAINT,
Hotel des Bains.

Ostend, le 22 *Septembre* 1835.
J. R. Gardiner, Esq.

No. 28.

No. 28.
Treaty for the Conveyance of Letters between England and France, June 14, 1833.

Treaty for the Conveyance of Letters between England and France.

The Postmaster-General of the United Kingdom of Great Britain and Ireland, and the General Administration of the Posts in France, being desirous to improve the communication between the two countries, and to maintain the good understanding which exists between the Governments and the people of the two states—

We, Charles Lennox, Duke of Richmond, Earl of March, Duke of Lennox in Scotland, and Aubigny in France, Knight of the Most Noble Order of the Garter, Postmaster-General of the Posts of His Majesty the King of the United Kingdom of Great Britain and Ireland, furnished with powers by His Majesty the King of the United Kingdom of Great Britain and Ireland, dated Brighthelmstone, the 12th November, 1832, on the one part; and We, Joseph Xavier Antoine Conte, Director of the Administration, and President of the Council of Posts, Knight of the Order of the Legion of Honour, furnished with powers by His Majesty the King of the French, dated Paris, 6th September, 1832, on the other part, having communicated our respective powers, have agreed as follows:

ARTICLE 1.—There shall be a regular and efficient communication by post between Dovor and Calais, six days in every week at the least, for the conveyance of the mails. Each office shall transport its own mails and despatches to the frontier of the Corresponding-office.

ARTICLE 2.—The Postmaster-General shall despatch an English packet-boat from Dovor every Tuesday, Wednesday, Thursday, Friday, Saturday, and Sunday, (weather permitting,) with the mails and despatches from the United Kingdom, for France, and for countries beyond France, which shall be delivered to the Director of the Posts at Calais.

The Administration of Posts in France shall expedite a French packet from Calais, (weather permitting,) every Sunday, Monday, Tuesday, Wednesday, Thursday, and Friday, with the mails and despatches from France, and countries beyond France, for the United Kingdom, its colonies and dependencies, which shall be delivered to the agent of the Postmaster-General at Dovor.

ARTICLE 3.—If either of the two offices should think proper to send a packet, with or without a mail, on the seventh day of the week, it shall be at liberty so to do.

ARTICLE 4.—The Postmaster-General engages to deliver the mails to the Director of Posts at Calais, at 11 o'clock in the forenoon, in ordinary weather, or as soon as possible after that hour.

The Administration of the French Posts engages to deliver its letters to the agent of the Postmaster-General at Dovor, at 10 o'clock in the evening, in ordinary weather, or as soon after that hour as possible. After the arrival of the packets at Dover and Calais, the cor-

No. 28.

Treaty for the Conveyance of Letters, &c., June 14, 1833.

respondence shall be forwarded to its destination by the first and most expeditious means of conveyance at the disposition of the two offices respectively.

ARTICLE 5.—The packet-boats to be employed by the two offices for the conveyance of the correspondence shall be steam-boats, of sufficient dimensions and power of machinery for the service. They shall be national vessels, *bonâ fide* the property of the state. They shall be considered and treated in the ports of the two countries as vessels of war, and entitled to all the consideration and privileges which the interests and general importance of their functions demand, and shall not be detached from their specific duty, of the conveyance of mails and despatches, by any authority whatever, or be subject to order of seizure, embargo, or *arrêt de Prince*.

ARTICLE 6.—The packet-boats of the two offices shall be at liberty to take on board, as well at Dover as at Calais, all passengers, of whatsoever nation they may be, to convey them, with their personal baggage and effects, from Dovor to Calais, and from Calais to Dovor, on condition that the captains observe the regulations of the respective Governments relative to the arrival and departure of travellers; but they shall be prohibited from conveying goods or merchandize on freight.

ARTICLE 7.—The captains of the packets of the respective offices, or the persons in charge of the mails, shall, on their arrival, deliver to the corresponding office a bill which shall specify the delivery to them of the bag or bags, closed and sealed, and shall bring back an acknowledgment of their safe transmission from the office by which they have been received.

ARTICLE 8.—The captains shall, in all practicable cases, proceed direct to their respective destinations; and, if compelled by unavoidable circumstances to make any other port than Dovor or Calais, it will be upon their own responsibility, and subject to such investigation as either of the offices may deem it advisable to institute, to obtain a justification of the proceeding. If they should make any other than their destined port, the office of the country in which the mails shall be so landed shall engage to forward them without delay to their destination.

ARTICLE 9.—The captains of the two offices are prohibited from taking charge of any letter not included in their mail bag, excepting always the despatches of their respective governments. They shall be careful that no letters are fraudulently conveyed by their crews or by passengers, and they shall make known to the proper party any such breach which may be committed.

ARTICLE 10.—The British packet-boats shall pay on their entry and departure from the port of Calais, or any other port of the kingdom of France, all navigation-dues and port-charges, such as now are or shall hereafter be established by the laws and regulations of the kingdom: and, reciprocally, the French packet-boats shall pay on their entry and departure from Dovor, or any other port of Great Britain, all the navigation-dues and port-charges now existing or hereafter to be established by the laws or regulations of the United Kingdom.

As tonnage-dues are established in Great Britain only to counterbalance the duties to which English vessels are subject in the Pas de Calais, in order to equalize the disbursements and establish a balance in this respect between the two offices, the French office will pay to the English office, as compensation, a sum for every passage equal to that which an English packet-boat of the same tonnage as the French packets would be liable to pay at Calais.

The dues will be paid at Calais by the Director of Posts of that town for the English office, and in any other port of the kingdom by the English captains, who shall be reimbursed by the Director of Posts at Calais; and the dues at Dovor shall be paid by the agent of the packet-boats of the English mail for the French office, and in any other port by the French captains, who shall be reimbursed by the said agent; and in case the tonnage of the English packet-boats shall exceed that of the French packet-boats, or the tonnage of the French packet-boats shall exceed that of the English packet-boats, the amount of such excess shall be paid by the office to which such packet of greater tonnage shall belong. The accounts relative to these duties shall be regulated quarterly.

In the event of the English packets being exempted, at any future period, from either the whole or a part of the tonnage-dues or port-charges in France, the French Post-office shall be exonerated to the like extent from the compensation or payment to the British office, on account of the French packets, now payable in virtue of this Article.

ARTICLE 11.—The letters from France destined for the English islands of Jersey, Guernsey, and Alderney, may, on account of the great proximity of the western coasts of France, be forwarded, at the desire of the senders, to one of the French offices of St. Malo, Cherbourg, or Granville, or continue to be sent by way of Calais and London.

ARTICLE 12.—If hereafter, and with mutual consent, the two offices should deem it advantageous to establish one or several supplementary communications between Great Britain and France, by other points of egress than Dovor and Calais, these communications may be established without altering in any way the stipulations agreed upon in the present treaty.

ARTICLE 13.—In case of war between the two nations, the mail packet-boats of the two offices shall continue their navigation without impediment or molestation, until a notification on the part of one of the two Governments that their services are to be discontinued; in which case they shall be permitted to return freely, and under special protection, to their respective ports.

ARTICLE 14.—The stipulations of any former treaties between the two offices, so far as regards the conveyance of the mails across the Channel, are hereby annulled whensoever they may be in any degree contrary to the provisions and meaning of the present convention.

No. 28.

Treaty for the Conveyance of Letters, &c., June 14, 1833.

ARTICLE 15.—The French steam-packets, according to the stipulations of the 5th Article, shall be brought into operation by the 1st of January next, at the latest, and as much sooner as possible.

Until they can be completed, and as soon as the ratifications shall have been exchanged, a provisional arrangement shall be made for the performance of the service six times a-week by the best means in the power of the French Administration, and by steam-vessels not less than four times in each week.

ARTICLE 16.—The present convention is for an indefinite period, and shall be in force from the 1st of July next, or as soon as possible after the ratifications shall have been exchanged, which shall be within two months from this date, or earlier if possible.

If the course of events should render any modifications desirable in any of the Articles, the two offices shall endeavour, by all means in their power, to arrange them amicably; but in case of difference, none of the Articles of the present convention shall be annulled or invalidated by either of the contracting parties without giving six months' previous notice, during which time the convention shall continue to have its full and clear execution, without prejudice to the regulating and balancing the accounts between the two offices after the expiration of the said six months.

ARTICLE 17.—Three copies shall be transcribed of the present treaty, two whereof, the one in English, the other in French, shall remain with the Postmaster-General of Great Britain, and the third, the French on one side and the English on the other, on the same sheet, with the Administration of the Posts of France.

Done and concluded between us, subject to the approval and ratifications of our respective Sovereigns, at the General Post-office, London, this 14th June 1833.

(Signed) CONTE. (Signed) RICHMOND.

SUPPLEMENTARY ARTICLES.

IN addition to the Convention concluded and signed this day by the Postmaster-General of Great Britain and the Director of the General Administration of the Posts of France, We, Charles Duke of Richmond, Earl of March, Duke of Lennox in Scotland and Aubigny in France, Knight of the Most Noble Order of the Garter, Postmaster-General of the Posts of His Majesty the King of the United Kingdom of Great Britain and Ireland, on the one part; and We, Joseph Xavier Antoine Conte, Director of the Administration and President of the Council of Posts, Knight of the Order of the Legion of Honour, on the other part, have agreed upon Supplementary Articles to the following effect:

1. The regulations for the conveyance of English letters in transit through France shall be the subject of ulterior arrangement; and, in the mean time, the Transit Service shall remain provisionally according to the conditions of the treaty of 1802.

2. The Postmaster-General of Great Britain shall supply the Administration of the Posts of France with a list of the rates of postage to be charged upon French correspondence passing through Great Britain to and from countries beyond the seas, with which the Post-office of Great Britain has direct and regular communication.

3. The number and form of the packets of letters sent from one office to the other shall be mutually agreed upon, and may be altered by common consent whenever the advantage of the respective services shall require it.

4. Dead letters, *i. e.* letters which cannot be delivered, from whatever cause, shall be reciprocally returned to the office by which they were originally despatched, without payment, at certain periods, according to the regulation of the respective offices.

5. The rates of passage-money, as well by the British as by the French national packets, shall be mutually regulated between the two offices. These rates may be increased or diminished by mutual consent, but neither of the two offices shall of itself alter or reduce the price for the purpose of obtaining a greater number of passengers, or for any other cause.

6. The preceding Supplementary Articles, although distinct from the treaty, shall possess the same force as if they had been inserted in the treaty itself.

Three copies shall be transcribed of these Supplementary Articles; two whereof, the one in English, the other in French, shall remain with the Postmaster-General of Great Britain, and the third, the French on one side and the English on the other, on the same sheet, with the Administration of the Posts of France.

Done and concluded between Us, subject to the approval and ratification of our respective Sovereigns, at the General Post-office, London, this 14th June 1833.

(Signed) CONTE. (Signed) RICHMOND.

No. 29.

Treaty for the Conveyance of Letters, between Great Britain and Belgium, October 1834.

No. 29.

Treaty for the Conveyance of Letters between Great Britain and Belgium.

The Postmaster-General of the United Kingdom of Great Britain and Ireland, and the Administration of the Posts of Belgium, being desirous to improve the communication between the two countries,

We, Francis Nathaniel Marquis of Conyngham, Earl of Mount Charles, &c. &c., Postmaster-General of the Posts of His Majesty the King of the United Kingdom of Great Britain and Ireland, on the one part; and on the other part, We, Edward Baron d'Huart, Minister of Finance of the Kingdom of Belgium, Member of the Chamber of Representatives, &c. &c., have agreed as follows:—

Article 1. There shall be maintained a regular and efficient transmission of the correspondence by the route of Dovor and Ostend, by means of steam-packets.

Article 2. There shall be four communications in every week; viz., from Dovor to Ostend, Tuesday, Wednesday, Friday, and Saturday; and from Ostend to Dovor, Wednesday, Thursday, Saturday, and Sunday.

Article 3. The correspondence shall be enclosed in sealed mails, and be delivered to the agent of the Postmaster-General, at Ostend.

Article 4. The correspondence between the two offices, that is to say, the letters from the United Kingdom of Great Britain and Ireland for Belgium, and in like manner the letters from Belgium for the United Kingdom of Great Britain and Ireland, and the British Colonies, shall be reciprocally exchanged, free of all charge or expense, each office reserving to itself the right to demand, for its own account, such rates of postage as it may consider advisable.

Article 5. The Postmaster-General undertakes, at his own sole expense, the conveyance of the mails by sea, both going and coming. The Belgian office engages to forward all letters and packets in transit by the route of Belgium, either originating on the Continent or destined for the Continent, to and from Great Britain, without charge to the British Post-office, and without requiring any repayment in respect of such transit on account of the General Post-office of Great Britain, but reserving to itself the right to demand upon such letters or packets in transit the rate it may think proper. And moreover, in consideration of the expense that must fall upon the British office in increasing the number of communications, the Belgian office engages to pay it, annually, the sum of £1,000 sterling, as its proportion of such expense.

Article 6. The Administration of the Posts in Belgium undertakes to defray all ordinary and extraordinary expenses connected with the landing and embarkation of the mails in the port of Ostend, and to do all that is necessary on the coast of Belgium for the safety of the mails, and to facilitate their arrival and departure; and if, in consequence of bad weather or any other accident, the packets should be compelled to make any other port than Ostend, the Belgian office engages, at its own charge, to convey the mails by land to their destination.

Article 7. The two offices mutually engage to forward the correspondence with all possible expedition, and to take the necessary measures to prevent any delay.

Article 8. The two offices will use all the means in their power to prevent any illegal conveyance, by their respective agents and servants, or by passengers, of letters otherwise than contained in the mails, excepting always the *bonâ fide* despatches of the two Governments, which may be addressed to the agent of the British Post-office at Ostend.

Article 9. The packets of His Britannic Majesty, being Government vessels, shall be exempt from all duties and port-charges in the ports of Belgium; they shall be considered and treated as vessels of war, and entitled to all the consideration and privileges which the interest and general importance of their functions demand.

Article 10. In case of war between the two nations the mail-packets shall continue their navigation, without impediment or molestation, until a notification, on the part of one of the two Governments, that their services are to be discontinued; in which case they, with the agent of the Postmaster-General, shall be permitted to return freely and under special protection to Dovor.

Article 11. The present convention is for an indefinite period, and shall be in force from the 1st of November next, or earlier if possible; and if the course of events should render any alteration or modification desirable in any of the Articles, the contracting parties shall endeavour to arrange them amicably; but in case of difference, none of the Articles of the present convention shall be annulled or invalidated by either of the contracting parties without previous notice of six months, during which time the convention shall continue to have its full and entire execution.

Article 12. Four copies shall be transcribed of the present convention; two whereof, the one in English and the other in French, shall remain with the Postmaster-General of Great Britain, and the two others, one in English and the other in French, with the Belgian Post-office.

In witness whereof we have signed the present convention.

Done at Brussels, the 24th October 1834.

(Signed) E. D'Huart. (L. S.)

(Signed) Du Jardin, Secretaire.

Done at London, the 17th October 1834.

(Signed) Conyngham. (L. S.)

(Signed) Francis Freeling, Secretary.

No. 1.

A RETURN of the Number of Persons employed on the Weymouth Station, the Amount of Pay and Emoluments of each, and a Description of the Duties which they perform.

Number.	Rank.	Pay.	Emolument or Allowance.	Description of Duty performed.
		£. s. d.	£.	
1	Agent	300 0 0	10 for Stationery.	Executing the orders of the Postmaster-General in the general control and superintendence of the station, Receipt and Expenditure of all the Money, and charge of the Stores not on board the Steam-Packets, ordering all the supplies for them, and inspecting them and their machinery frequently,—at least once a month.
3	Commanders . . .	280 0 0 Per Lunar	. . Month.	Duties confined to their respective vessels; the junior Commander pays 5 per cent. on his salary to a retiring fund.
3	Chief Mates, or Masters	6 0 0	. .	Each, in turn, charge of the key of the Store-house, and of the Stores on shore.
3	Second Mates . . .	3 14 0	. .	Are responsible for proper measure of Coal.
3	Engineers	8 8 0	. .	An allowance of 20*d.* is made for each voyage, in lieu of Spirits, for the Engineer and Firemen.
6	Firemen	4 4 0	. .	
3	Carpenters	3 10 0		
3	Stewards	1 17 0	. .	Attending the Passengers, and, with the Chief Mate, collecting the freight money.
12	Able Seamen . . .	3 5 0		Provisions are not allowed to any part of the Packets' crews.
37				J. AGNEW STEVENS, Agent.

No. 2.

A RETURN in detail of the Draught, Tonnage, Measurement, and particulars of every part of the Steam-Packets, "Flamer," "Watersprite," and "Ivanhoe."

WEYMOUTH STATION.	Draught of water when full.	Tonnage.	Power.	Length.	Breadth of Beam.	Depth.	Size of Cylinder.	Size of Air-pump.	Length of Stroke of each.	Surface of Boiler exposed to fire.	Cubic Contents of Boiler.	Pressure on Safety Valves at full work.	Diameter of Wheel.	No. of Floats, and Size.	Inclination of Paddle-arms to centre of Shaft.	Greatest Number of Revolutions of Wheel.	Proportion of Wheel immersed when loaded.	
	ft. in.		horses.	ft. in.	ft. in.	ft. in.	inches.	ft. in.	ft. in.			lbs.	ft. in.		inches.		inches.	
Flamer . .	8 2 A. 7 4 F.	165	60	111	17	11 4	31½	1 4½	C. 3 A.P. 1 6	704	1070	6	12	12 ft. in. 7 by 18	4	32	23	Slides cut 1-16th. Valves loaded at Holyhead.
Watersprite .	8 6 A. 7 10 F.	162	60	107	17 2	11 8	31¼	1 4½	C. 3 A.P. 1 6	704	1070	6	12	12 ft. in. 7 by 18	4	29	23½	Slides have not been altered here. Valves loaded at Holyhead.
Ivanhoe . .	8 6 A. 8 0 F.	158	60	103 9	16 9	11 3	31⅞	18	C. 3 A.P. 1 6	704	1070	4½	12 8	12 ft. in. 6 by 18	Straight	31	27	Slides have not been altered here. Valves loaded at Holyhead.

The cubic contents of the boilers might perhaps be obtained more accurately at Holyhead, but this Return is, within a fraction, correct.

J. AGNEW STEVENS, Agent.

205

No. 3.

Expenses of the "Ivanhoe," from 5th April, 1833, to 5th January, 1835.

No. 3.

A STATEMENT showing the Expense of His Majesty's Post-office Packet "Ivanhoe," from the 5th April, 1833, to the 5th January, 1834.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	626	8	11
,, 2, Wear and tear of Ship	452	4	9
,, 3, Do. do. of Machinery	40	19	9
,, 4, Repair of Ship ,, 5, Repair of Machinery } None but wear and tear, except at Holyhead.			
	£1,119	13	5

A STATEMENT shewing the Expense of His Majesty's Post-office Packet "Ivanhoe," from the 6th January, 1834, to the 5th January, 1835.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	870	4	0
,, 2, Wear and tear of Ship	762	0	3
,, 3, Do. do. of Machinery	21	14	7
	£1,653	18	10

J. Agnew Stevens, Agent.

No. 4.

Expenses of the "Flamer," from 5th April, 1833, to 5th January, 1835.

No. 4.

A STATEMENT showing the Expense of His Majesty's Post-office Packet "Flamer," from the 5th April, 1833, to 5th January, 1834.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	668	15	0
,, 2, Wear and tear of Ship	531	13	8
,, 3, Do. do. of Machinery	23	9	2
,, 4, Repair of Ship ,, 5, Repair of Machinery } None but wear and tear.			
	£1,223	17	10

A STATEMENT showing the Expense of His Majesty's Post-office Packet "Flamer," from 6th January, 1834, to the 5th January, 1835.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	881	19	0
,, 2, Wear and tear of Ship	746	19	3
,, 3, Do. Do. of Machinery	65	0	0
,, 4, Repair of Ship	230	3	10
,, 5, Repair of Machinery. None but wear and tear.			
	£1,924	2	1

In this year the "Flamer's" repair, consequent on a sea breaking on board her, amounted to £230. 3s. 10d.

J. Agnew Stevens, Agent.

No. 5.

Expenses of the "Watersprite," from 5th April, 1833, to 5th January, 1835.

No. 5.

A STATEMENT showing the Expense of His Majesty's Post-office Packet "Watersprite," from the 5th April, 1833, to the 5th January, 1834.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	652	8	9
,, 2, Wear and tear of Ship	511	15	2
,, 3, Do. do. of Machinery	88	0	4
,, 4, Repair of Ship ,, 5, Repair of Machinery } None but wear and tear.			
	£1,252	4	3

A STATEMENT of Expenses of His Majesty's Post-office Packet "Watersprite," from the 6th January, 1834, to 5th January, 1835.

	£.	s.	d.
No. 1, Pay to Commander, Wages and Provisions to Crew	868	17	8
,, 2, Wear and tear of Ship	555	19	5
,, 3, Do. do. to Machinery	55	11	11
,, 4, Repair of Ship ,, 5, Repair of Machinery } None but wear and tear, except at Holyhead.			
	£1,480	9	0

J. Agnew Stevens, Agent.

No. 6.

No. 6.

Number of Passengers, &c, between Weymouth, and Guernsey, and Jersey, from 1832 to 1835.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed between Weymouth and Guernsey and Jersey, on each of the last Four Years.

Year.	Passengers.	Carriages.	Horses.	Dogs.	Parcels.	Bullion.
1832 From the 26th April to the 31st of December, 1833	4,587	5	9	64	337	Nil.
1834	7,866	9	14	97	528	Nil.
1835	7,218	4	16	83	634	Nil.

I have no means of making the returns for 1832; the amount of freight received that year appears to have been £3,782. 1*s.* 5*d.* For the early part of the year 1833, I have not any accounts up to the date of my own appointment.

J. Agnew Stevens, Agent.

No. 7.

No. 7.

Fares charged for Passengers, &c., 12th March, 1836.

TABLE of Fares now charged for Conveyance of Passengers, &c.—12th March, 1836.

	£.	*s.*	*d.*
Cabin Passengers, each	1	1	0
Female Servants, each	0	15	0
Male ditto, each	0	12	6
Labourers, working mechanics, or servants out of place, each	0	10	0
Soldiers or Sailors not on duty, each	0	5	0
Paupers with a pass, each	Free.		
Children under Ten Years of Age, to be charged half the rates paid by their Parents.			
Carriages with Four Wheels, each	3	0	0
Ditto, Two Wheels, each	1	10	0
Horses, each	1	10	0
Dogs, with their Owners, each	0	2	6
Ditto, on Freight, each	0	5	0
Parcels of or under 30lbs. weight	0	2	6
Ditto, above 30lbs., 1*d.* per lb.			
Cash or Bullion, 1½ per Cent. None ever sent.			

Rates of Passage Money between Guernsey and Jersey.

Cabin Passengers, each	0	5	0
Deck Passengers, each	0	2	6
Parcels of or under 30lbs. weight	0	1	0
Ditto, above 30lbs., ½*d.* per lb.			

The above Rates to be paid in British Money, and the Freight of all Parcels must be paid for at the time they are received on board.

By command of his Lordship the Postmaster General,

J. Agnew Stevens,

Resident Agent for H. M. S. P.

No. 8.

No. 8.

Captain J. A. Stevens's Statement.

Captain *James Agnew Stevens*, Lieut. R. N., Agent,

Weymouth, September 28, 1835.

Has three steam vessels under his command for conveying the mails to Guernsey and Jersey, viz., the "Ivanhoe," "Flamer," and "Watersprite."

Captain Stevens has been twenty years as commander of a Post-office packet. He commanded a vessel of his own on the Holyhead and Falmouth stations. On the introduction of steam vessels by the Post-office, he was appointed to the "Royal Sovereign," on the Holyhead station, in the year 1821: remained for twelve years in command of steamers on that station, and was appointed agent at Weymouth in 1833. Captain Stevens, after such experience as a practical man, is of opinion that the power of the packets under his orders, viz., two engines of 30-horse power in each vessel are not sufficient. In corroboration of his own opinion he states that the companies running private steamers to Guernsey and Jersey have seen the necessity of giving additional power to their vessels, which were formerly of the same class as the Post-office steamers are now. The private companies have improved their vessels in this manner, although it is not necessary for them to have increased power as they do not run in the winter. Had the packets here been the private property of Captain Stevens, and upon the footing that the sailing vessel he formerly commanded was, he would have for his own interest improved them and made them at least equal in power to any of the private steamers running to the Channel Islands.

Jersey being a dry harbour makes it the more necessary to improve the vessels on this station, as it frequently occurs that from want of power to steam a-head in strong gales of wind, the packets are obliged to return to Weymouth, there being no safe anchorage among the islands in winter time. He is of opinion that if it were possible for the Post-office to make any arrangement with the Admiralty to enable the packets on this

Captain Stevens's Statement.

station to be repaired at Portsmouth, it would be desirable. At present they are sent round to Holyhead, which, from its distance, the uncertainty of so long a voyage, and the necessity they are under of taking in coal at some intermediate harbour at a great expense, is very inconvenient.

In proof of this, amongst the bills for this quarter, Captain Stevens produces one from the Post-office Packet Agent, at Falmouth, wherein a charge of £2 is made for conveying £8 worth of coal to the "Flamer" Post-office packet, when on her way to Holyhead to be repaired; whereas, if the above arrangement with the Admiralty were made, the coal could have been procured from the store-ship at Falmouth, at the contract price. The expense attending sending vessels to Holyhead from so distant a port as Weymouth, might be avoided by having the repairs done at Portsmouth dock-yard, where the packets might be sent in a very short space of time and at a trifling expense, and might return to Weymouth in much less time than is occupied at present by repairing them at Holyhead.

The coals are supplied at Weymouth by contract. Advertisements for contracts for the supply of coals are issued yearly. The tenders are received by Captain Stevens, and transmitted to the Postmaster-General, who accepts whatever tender he thinks proper; that tender being, he believes, always the lowest.

He is most decidedly of opinion that, were he not a practical seaman, and well versed in steam navigation *particularly*, he could not possibly execute the duty of a packet agent with credit to himself or advantage to the public, nor could he possess that control over both the captains and engineers of the packets which the necessity of the service and the issue of stores requires.

Captain Stevens is also of opinion that, were the vessels on this station of superior power, the same number would afford a direct intercourse with France, touching, as they do at present, at Jersey and Guernsey. If this could be effected, he thinks that a considerable increase in the receipts of passengers would ensue, and a very great convenience would be afforded to the public by having a direct post communication from Weymouth to France. At present there is no possible means of preventing the conveyance of letters, by private individuals through Jersey to France, nor can it be expected that any precautions can prevent individuals from sending and receiving their correspondence in this manner, when, if put into the Post-office, it would have to pass through London, and reach its destination, *viâ* Dovor. The three vessels at present upon the Weymouth station, if they had additional power in their engines, would be quite sufficient for maintaining a communication with the Channel Islands, and one of the ports on the French coast, twice a week.

No. 9.

Captain J. A. Stevens's Statement.

No. 9.

Captain *Stevens*, Packet Agent.

Weymouth, October 1st, 1835.

St. Malo, or Granville, would be the most convenient port for the packets to go to in case of the establishment of a communication with France. Captain Stevens, although not much acquainted with the harbours of St. Malo or Granville, is convinced that there could not be the slightest difficulty of making these ports from April to October, and has but little doubt they might do so in the winter months also, more especially if the French Government was disposed to afford them such accommodation while in the harbours, as might be requisite for the safety of the vessels.

There are at present two merchant steamers from the islands to St. Malo, which are entirely supported by their receipts from passengers. Captain Stevens thinks that were the Post-office packets to go to St. Malo or Granville they would get the greater part, if not the whole, of the passengers, who go by these steamers, and that they would leave the station altogether. The additional expense to the Post-office would be very trifling,—merely the increased expenditure of coals and small stores proportionate to the additional number of hours the vessels would be at sea. This expense, he believes, would amount to nothing more than the price of eight bushels of coals for each hour the packets were in the passage between Jersey and St. Malo, and the charges for pilotage. The receipts from passengers, were there a communication from here to France, would, unquestionably, far exceed the additional expenditure, but the great advantages to the Post-office would arise from the increased facilities for correspondence with the south of France, and the postage which would accrue from this correspondence, which, as it is now conveyed by indirect means, adds nothing to the Revenue.

There is a very considerable intercourse and correspondence between Ireland and the Channel Islands, *viâ* Bristol and Weymouth. Were there a direct mail from here to Bristol it would be found a great convenience, and make a difference of many hours in the receipt of letters from Bristol.

Tuesday and Saturday are the days of the arrival of the mails at Weymouth. In the summer they very frequently get in before the hour at which the mails are made up for London. The mails, however, arriving by the packet on Saturday, are always sent up by the post of Sunday.

On Captain Stevens's appointment to the Weymouth station, the only accounts he received, connected with the packets, were contained in a private cash-book of the former agent. This book does not afford the means of ascertaining, with any degree of accuracy, the receipts or expenditure of the station previous to 1833, when he was appointed agent. He, consequently, cannot vouch for the correctness of any return connected with the receipts or expenditure, prior to the appointment. Since 1833, Captain Stevens, for his

No. 9.
Captain J. A. Stevens' Statement.

own convenience and information, has, in addition to the accounts required by the Post-office, kept a book, in which the receipts and expenditure of each vessel are charged separately. It has been the practice hitherto for the agent to keep all the accounts at his own residence, there being no office connected with the establishment. Captain Stevens suggests that it might be of advantage for the agent to have an office furnished by Government, where all the accounts and documents connected with the station ought to be kept, and the business of the agent transacted. There is at present no person here to take charge of the stores or harbour boats. Were there a storekeeper, on a small salary, he could attend at this office, which should be attached to the storehouse, and be ready to give any information with respect to the packets.

(Signed) J. Agnew Stevens,
Agent for his Majesty's Steam Packets.

No. 10.

No. 10.
Captain Robert White's Statement.

Captain *Robert White*, of the "Watersprite."

Weymouth, 1st October 1835.

Has been in the service of the Government on the Weymouth station for the last thirty years, eleven years in a Revenue cruiser, and nineteen years in command of a Post-office packet. With the statement made by Captain Living he entirely agrees, and is convinced of the necessity of giving additional power to the Post-office packets. The expense ought not to be of great consideration; indeed he is assured, independent of every other advantage, that the saving in the coals consumed would more than compensate the expense of improving the packets.

Before Captain Stevens's appointment as agent upon this station a portion of the stores used to be purchased in Jersey by the captains, who received money from the agent to pay those bills. Captain Stevens never allows any purchases to be made there, nor any stores to be supplied, without an order from him to a tradesman at Weymouth.

At present a vast number of letters are carried over to the Channel Islands by the Southampton steamers. They have a regular office at Jersey for the receipt and delivery of letters and parcels.

All repairs for the packets are executed at Holyhead, under the control of the agent there. The commanders take their vessels round, and wait at Holyhead while they are under repair; but are not allowed to interfere in any way, or give directions with respect to the repairs, this being left entirely to the agent and resident engineer. Each vessel requires to go to Holyhead for repairs about once in four years. The length of time she is detained there varies from two to three months. The average time of going to and returning from Holyhead is ten days.

All the small repairs are performed at Weymouth, under the direction of the commanders and agent. The commanders certify that the repairs have been properly executed, and that the accounts are correct, before the agent pays the bills. The commanders give no such certificate at Holyhead.

The pay of the crews of the packets on this station is—

	£.	s.	
1st Mate	78	0	a-year.
2nd „	3	15	a-month.
Carpenter	3	10	„
Seamen	3	5	„
Steward	1	14	„
Engineers	8	8	„
Stokers	4	4	„

In the private steamers the rate of pay is higher than in the Post-office packets. The crew of the Post-office packets receive no allowance for victualling, nor have they any perquisites in addition to their pay.

It is the practice of the private companies to take every possible means of giving publicity to their arrangements for the conveyance of passengers. The Southampton Company advertise their days of sailing constantly, and find it to be their interest to have agencies at Dublin, Liverpool, Bristol, London, and other places, to give information to passengers; while there are no means taken of making known the arrangements of the Post-office packets, which occasions a great loss of passengers. Captain White has frequently found that people from Bristol, who had gone to Jersey by Southampton, and returned by his vessel, had been entirely ignorant before their arrival at Jersey, that there were any means of getting across from Weymouth; although the distance from Bristol to Weymouth is miles less than to Southampton, and the sea voyage is above forty-five miles shorter.

(Signed) R. White.

No. 11.

No. 11.
Captain Living's Statement.

Captain *William Living*, of the "Flamer" Post-office Packet.

Weymouth, 29th September 1835.

Has been twenty-six years in the service of the Post-office; formerly commanded a vessel of his own in the Post-office service, on the Harwich station. He is of opinion that the

No. 11.

Captain Living's Statement

power of his vessel, and likewise of the others on this station, should be increased; and had they been the property of the captains, as the sailing-vessels formerly were, self-interest would have compelled them to alter the construction of the packets, and place greater power of engines in them, to enable them to compete with the private steamers from Southampton to the Channel Islands. Those private steamers were formerly of the same power and tonnage as the Post-office vessels are now, but have been considerably improved by the owners in construction and power of engines. Owing to the Post-office not keeping pace in the improvement of their vessels with private individuals, a serious loss has ensued by the diminution of receipts from passengers, as the vessels of superior power and speed are preferred; whereas, were the Post-office packets at all equal to the private steamers, the public would invariably give them the preference. The accounts on the Weymouth station show a small increase in the number of passengers; but it is far from being proportionate to the increased number of travellers from the English coast to the Channel Islands.

Captain Living admits it to be his opinion that were an arrangement made by the Post-office with the Admiralty, to enable the packets on this station to be repaired at Portsmouth Dock-yard, in place of going round to Holyhead, as they do at present, that it would be a great improvement. Were one of the packets so disabled as not to be able to proceed to Holyhead without undergoing considerable repairs at Weymouth, she might, if the repairs were done at Portsmouth, be towed there by one of the other steamers, without delaying the service.

Captain Living states that, from want of power in the packets on this station, they are frequently obliged to put back in the winter, not being able to save the tide, into Jersey, which is a dry harbour, and there being no safe anchorage about the island in bad weather.

The coals, when received on board from the contractor's warehouse, are weighed in the presence of the second mate, who enters the quantity received on board in a book, and likewise in the vessel's journal. Small stores are purchased by the agent when required for the packets. The passage money is collected by the steward, in presence of the first mate, who takes the names of the passengers. The money and list thus taken are forwarded to the agent in a report signed by the captain.

There being no examination of baggage, either on departure from Weymouth, or on arrival at Jersey or Guernsey, letters may be conveyed by the passengers. There is a French Post-office at Jersey, where any letters for France are received and forwarded on paying the postage to the nearest port in France.

When small stores are required for the vessels a demand is made by the captain, and signed by him; anything required for the engine-room is also signed by the engineer. This demand is presented to the agent, who judges as to whether the stores are necessary; and, if he thinks they are, he gives an order to one of the tradesmen employed by the packets to supply the articles comprised in the demand. The agent gives orders that everything received for the packets shall be weighed on board, and this order is strictly attended to by the mates. No stores are ever purchased at Jersey, except in cases of emergency. The captains are not allowed to go to any other tradesmen for their stores than those prescribed by the agent.

At present the Weymouth packets take but a small proportion of passengers going to the opposite coast of France, in consequence of their not proceeding further than Jersey; whereas the Southampton vessels, which ply to the Channel Islands, go also to Granville and St. Malo, which makes it more convenient for passengers going to France to take that route than the Weymouth.

(Signed) William Living,
Commander of the "Flamer."

Captain *Comben*, of the "Ivanhoe," having read over the statement of Captain Living, expressed his entire approbation of the opinions he had expressed relative to the packets upon this station.

(Signed) W. Comben.

No. 12.

No. 12.

Statement of Mr. Roberts and Mr. Vivian.

Mr. *William Roberts*, Mate of the "Flamer," and Mr. *Jacob Vivian*, Mate of the "Ivanhoe."

Weymouth, 29th September 1835.

Have seen the statement of Captain Living, which appears, as far as their knowledge goes, to be perfectly correct.

They most strictly adhere to the orders of the agent with respect to seeing the stores weighed, and also that they are of the best quality. In case of any deficiency, either in the quantity or quality of the stores received on board, they would immediately report to the commanders. The mails are under the charge of the captains when on board; they are taken on board at Weymouth by the chief mate of the vessel next on duty, who takes a receipt for them, and gives it to the agent. At Guernsey they are taken on shore by the chief mate, and delivered to the postmaster, from whom they receive a small bag made up at Guernsey for Jersey. The postmaster at Guernsey does not give a receipt for the English mails. At Jersey the mails are landed by the carpenter, who is mailman, and he receives the mails made up at Jersey for Weymouth.

Any repairs executed at Weymouth are done under the immediate superintendence of the agent, commanders, and chief mates, and the workmen are always under their eye.

No. 12.
Statement of Mr. Roberts and Mr. Vivian.

Passengers going direct to France prefer the Southampton packets, which convey them to Granville and St. Malo without landing.

There would be a great increase in the number of passengers by the Post-office packets were they in direct communication with the French ports; and there can be little doubt that the additional receipts from passengers would fully compensate for the expense which would be incurred in improving and giving increased power to the vessels, and also for the extra expense which would be required for their maintenance.

(Signed) Wm. Roberts, Chief Mate of His Majesty's Packet "Flamer."
Jacob Vivian, Chief Mate of His Majesty's Packet "Ivanhoe."

Mr. *John Roberts*, Second Mate of the "Flamer," and Mr. *John Shorland*, Second Mate of the "Ivanhoe."

Have read the above statement, which is perfectly correct. In case of the absence of the chief mates they have occasionally to perform their duties, and endeavour, as much as they can, to do so to the satisfaction of the agent and commanders, and strictly adhere to the orders which they receive respecting the receipt of stores.

(Signed) John Roberts, Second Mate of His Majesty's Packet "Flamer."
John Shorland, Second Mate of His Majesty's Packet "Ivanhoe."

No. 13.

No. 13.
Statement of Mr. Witham and Mr. Pearman.

Andrew Witham, Engineer of the "Flamer," and *Richard Pearman*, Engineer of the "Ivanhoe."

Weymouth, 29*th Sept.* 1835.

They are of opinion that the power of the engines in the packets they belong to is not sufficient: frequently in the winter season, or when blowing fresh, with a head sea, they can with great difficulty move the engines at all. They state that the private steam-vessels have been much improved, both by lengthening them and giving them increased power, so that the Post-office packets cannot possibly compete with them in speed. The private Companies continually alter and improve their vessels as the science of steam navigation advances; but the Post-office packets have remained without any improvement. They are of opinion that, with greater power in the engines, there would be less expense in consumption of coals, and stores of every description, from their being able to make the voyage much quicker, and that they would not be obliged, as they are at present, to return when the weather will not allow them to proceed. With greater power, *i. e.*, two forty-horse power engines, in lieu of two thirty-horse power which they have at present, they would seldom or ever be prevented going across the Channel.

They also state that those steamers which are obliged to take the ground in dry harbours should have the framing of the engines made particularly strong, as they are exposed to severe concussions, when the vessel is taking the ground, if there be any swell at the time, as is frequently the case in Jersey harbour during the winter months. The "Ivanhoe's" framing is at present cracked in several places, owing to this circumstance. If greater power is placed in the vessels, they should at the same time be lengthened forward, and made much sharper, by which means the strain on the engine in a heavy head sea would be considerably diminished, and tend to prolong the durability and reduce the wear and tear of both engines and vessels.

(Signed) Andrew Witham, Engineer of the "Flamer."
Richard Pearman, Engineer of the "Ivanhoe."

No. 14.

No. 14.
Statement of Mr. Harvey.

Weymouth, 10*th October* 1835.

Sir,—I beg leave to submit a statement with respect to the post communication between Weymouth, Guernsey, and Jersey.

If the packets were to leave Weymouth for Guernsey and Jersey on Sunday evening instead of Saturday;—

Arrive at Weymouth on their return on Wednesday instead of Tuesday;—

Leave Weymouth for Guernsey and Jersey on Thursday, instead of Wednesday;—

Arrive at Weymouth on their return on Sunday instead of Saturday;—

It would advance their utility; as it is obvious their arrival at the islands on Sundays must retard business considerably, and, arriving at Weymouth on Saturday, a loss of time of one day arises with regard to London letters, when the packet is in time for Saturday's mail at Weymouth, which often occurs, and they are not delivered in London till Monday.

It is proper to remark, Jersey is a dry harbour, the packets lie aground, which subjects them to considerable delay after the mail is on board. Such actual loss of time can only be obviated by the packets being kept afloat, and it requires a good local knowledge of Jersey to point out the best position for that purpose. The force of these remarks would, I think, be still more strengthened if the packets proceeded onward to St. Malo, to afford a direct Government communication with the South of France, &c. As St. Malo is in a direct line from

No. 14.

Statement of Mr. Harvey.

Weymouth for that important object, there can be no doubt but that the increase of passengers *viâ* this route to the South of France would be immense, and correspondence considerably accelerated—a sure mode to produce revenue. *Vide* Map of France.

The harbour of St. Malo is large and well frequented; the trade is chiefly with England, Holland, Spain, the North of Europe, the Colonies, and in the Newfoundland fishery. Population 10,000; it is 45 miles NW. of Rennes, and 225 W. of Paris.

There is delay in letters to and from Guernsey, Jersey, and Bristol onwards to Ireland and the great manufacturing parts of England, there being no post communication to those parts except by the Exeter mail, on its route to London, as far as Salisbury, and thence by the mail passing through Salisbury for Bristol. To obviate this delay I see no other remedy but a communication in a direct line to Bristol from Weymouth, passing through some considerable towns on its route, thereby accommodating them also. I am not aware of the Bristol localities, but think a direct communication from this to Bristol, at seven or eight in the morning, would arrive in time there for the despatch of the Liverpool, and, perhaps, other material departures, on the same evening, instead of the morning following, *viâ* Salisbury, as at present.

I am, most respectfully, Sir,
Your obedient humble servant,
JOHN HARVEY, Postmaster.

J. R. Gardiner, Esq.

No. 15.

Mr. Eliot's Statement.

No. 15.

Weymouth Old Bank, 2d October 1835.

SIR,—I regret I was not within when you did me the favour of a call this morning. I can assure you there exists a great anxiety for the packet communication from Weymouth to be extended to some port on the opposite coast of France. This will facilitate the communication between the two countries, and be highly advantageous in correspondence. I can speak from my own knowledge, having several correspondents at Cherbourg, &c. I have not the least doubt but that the effect of this extension will add to the Revenue, both by passengers and letters.

If I can give you any further information I shall feel happy in doing so.

I have the honour to remain,
Your very obedient servant,
WM. ELIOT.

J. R. Gardiner, Esq.

No. 16.

Letter from Mr. Scott.

No. 16.

Weymouth, 2d October 1835.

SIR,—There being a considerable delay in the transmission of letters between the Channel Islands and all the great mercantile places in the North of England, as well as Ireland, I beg leave to submit the following remarks to the consideration of the Commissioners of Post-office Inquiry, by which I hope to show that the Revenue may be increased, and the public materially benefited, at little or no addition to the present expense. I will not enter into the great advantage that would accrue to the mercantile world, and, of consequence, to the Revenue, by His Majesty's packets continuing their voyage after landing their mails at Jersey, and going on to St. Malo's, thus opening a direct communication with the South of France, but will confine myself to the inland communication here; and would submit that His Majesty's packets generally arrive here on Saturday and Tuesday evenings, too late for the mail from this place; the letters consequently remain in the Post-office till the following afternoon, at four o'clock. They are then sent *viâ* Salisbury to Bristol, where they arrive at six o'clock in the morning, and are again detained till six in the evening, thus being delayed twenty-four hours; while there is a coach leaving this town every morning (Sundays excepted) at eight o'clock, arriving in Bristol at five in the afternoon, in time for the Liverpool, Birmingham, Manchester, and Glasgow mails. By sending the bag by this coach you not only place the northern part in the same advantageous position as the western and foreign mails, but confer a great benefit on every town north of the great western road (the letters for which make the same circuitous route by Salisbury), as well as open a much more direct communication with the South of France; and so persuaded am I of the benefit that would accrue to the public, as well as to the Revenue by this arrangement, that I respectfully offer to take the bag from this place free of all expense (save exemption from toll) for one twelvemonth, undertaking to deliver it in Bristol in time for the northern mails from thence; thus saving, as I before observed, twenty-four hours in the transmission of letters between this and the great manufacturing districts, as well as Ireland, and proportionably to every town north of Dorchester.

I am, Sir, with great respect,
Your most obedient servant,
(Signed) G. P. SCOTT.

J. R. Gardiner, Esq., &c.

No. 17.

No. 17.

Statement of Mr. Le Geyt.

October 1835.

Sir,—In obedience to your instructions I have the honour herewith to transmit to you the opinions of G. W. Le Geyt, Esq., postmaster of Jersey, in answer to certain questions proposed to him in pursuance of your directions.

Our time of staying in Jersey being, as agreed upon between the States of the Island and His Majesty's Postmaster-General, two midnights, leaves us only one clear day. I had therefore no opportunity, in addition to the accompanying report, of ascertaining the sentiments of the principal merchants and others, respecting their desire that a Government packet should be established between Jersey and the coast of France. The only gentleman with whom I had any conversation about it was Mr. Simonetz, a banker of the first respectability on the island, when, on introduction to him by Mr. Le Geyt for that purpose, and stating to him that it was the wish of the Honourable Commission of Post-office Inquiry to receive any information I could gather on that subject, he stated, that it had been long an object of great desire on the part of the merchants and residents of Jersey that Government would establish a packet between Jersey and the opposite coast of France; that St. Malo, for the purposes of correspondence and convenience of passengers, would be the most eligible port to send her to, for, although Granville was nearer, the communication with that place is trifling as compared with St. Malo; and Granville being eighty miles distant from St. Malo, it would not answer, in point of profit, to run the mail there.

From Jersey to Granville is 30 or 35 miles; from Jersey to St. Malo is 45 miles.

Mr. Simonetz does not doubt that a packet established between Jersey and St. Malo, having a proper understanding with the French Royal Post-office, as at Dover, would not only amply repay itself, but leave a considerable profit to Government.

Mr. S. further stated to me most particularly that any idea of continuing the packets from Weymouth on to France would be decidedly objectionable on the part of the Jersey interests, as the opinion is that it could not be done, even in summer, without endangering the regularity of their correspondence with England, and that in winter it could not be done at all, without totally deranging their present very satisfactory communication with England. Mr. S. further considers that to run between Jersey and St. Malo twice a-week, and, if found desirable, once a-week to Granville between post days, would be full employment for the packet proposed to be established, especially taking into account the dangerous navigation of that part of the French coast, the liability of frequent detention there by bad weather in winter time, and by fogs in summer, that do not extend to the islands.

He thinks, the vessel would have quite sufficient employ, and the attempting it by the Weymouth packets would produce inconveniences so desirable on the part of the Jersey merchants to be avoided.

Hoping the information I have been enabled to lay before you is in accordance with the intention of the Honourable Commission,

I have the honour to be, Sir,

Your most obedient humble servant,

(Signed) Wm. Living.

J. R. Gardiner, Esq.

No. 18.

No. 18.

Statement of Mr. Le Geyt.

G. W. Le Geyt, Esq.

Weymouth, 10th October 1835.

Is of opinion that a great quantity of letters come from and go to London and other places in packages and parcels to this island, and *vice versâ* by the Southampton steamers, that do not pass through his hands, and pay no postage whatever; and believes this evil likely to increase, as the opportunity of evading postage by such conveyances becomes more generally known.

Every passage-vessel has its office or receiving-house for letters, newspapers, and parcels, 1*d.* being charged by each receiving-house on a letter for taking it in; on those arriving from France 3*d.* or 4*d.* is charged at these houses.

The (so called) French Post-office at Jersey is a private establishment; that is, it is unknown as otherwise to the authorities in Jersey: they charge 1*d.* for each letter put in their office, and are empowered to receive the over-sea postage charged in France, and are therefore evidently in connexion with, and authorized by the French Post-office. At this place (receiving-house), with those who strongly resist, the payment of the penny for receiving it, is not persisted in. The private steam-boats and other vessels convey the letters, &c., so collected at all the receiving-houses to France. The over-sea postage from Jersey to France is charged at St. Malo for each single letter (by weight) at 4*d.* and *vice versâ,* and may be paid at the French Post-office here both ways as above stated. He understands that after the arrival of a vessel at St. Malo the letters are not delivered until the arrival of the post from Paris, when they are all sent out for delivery together, thus occasionally causing a delay of twenty-four hours, excepting those letters directed *poste restante,* which may be had an hour after arrival.

Very few letters go through this (His Majesty's) Post-office to France, to the very serious injury of the Revenue, the trade and correspondence between the Channel Islands and France being very considerable. He is not at all surprised at this circumstance, as a letter put into

No. 18.

Statement of Mr. Le Geyt.

this office for France must go by way of Weymouth, London, Dovor, and Calais, down to the opposite coast of France, within a few miles of Jersey.

Is of opinion, that if the postage paid to the French Post-office and other houses were paid at this office, it would well remunerate the Government for any additional expense incurred in this office, and that whether a packet were established between Jersey and France or not.

The merchants and other inhabitants of this island are desirous that a regular Government post should be established between Jersey and France, but thinks it would not be satisfactory that the packets from Weymouth should be so employed, and that it could not be done by them in the winter, and would produce detention in summer.

No. 19.

Letter of Capt. Stevens.

No. 19.

Agent's Office, Weymouth, 11th March 1836.

Sir,—In compliance with your order of yesterday's date, "that I should report upon the mode in which the coal is issued to His Majesty's steam-packets on this station, and what checks there are on those issues," I beg leave to state that the day following the arrival of each packet, the commander causes her coal-boxes to be filled. In each coal-store is one of the patent weighing machines; the second mate of each packet is obliged to see every hundred-weight weighed and put into its bag, when it is conveyed instantly on board, and is never out of his sight. This officer keeps a book, which is brought to me monthly, in which he inserts the quantity and quality. In the monthly reports the commanders and engineers send another account, and I receive (and file) a printed docket, signed by the chief mate or master, containing the daily issue; in addition to which I am in the habit of frequently going to the store when least expected, and have directed the commanders to do the same. The quantity of coal received each voyage is inserted by the commanders in the copy of his journal that is transmitted by me to the General Post-office. I enclose the "Watersprite's coal-book," the "duplicate of her commander and engineer's report for February last," and the two latest printed dockets and receipts of issue in Jersey and Weymouth, which, if you do not require to keep, I should be glad to have returned.

I am, Sir, your very obedient servant,
(Signed) J. Agnew Stevens.

To J. R. Gardiner, Esq., &c. &c.

No. 20.

Report of Captain Stevens.

No. 20.

Agent's Office, Weymouth, 14th March 1836.

Sir,—In reply to your letter of the 12th instant, directing me "to state my opinion of the practicability and expediency of removing the packet station from Weymouth to Southampton," I beg leave to submit that there are three strong objections to Southampton:—

First, the increased distance from the Norman Islands, which, in round numbers, may be called one-third.

Second, the difficulty, I might perhaps say rather the impossibility, of attempting the Needle passage in the thick weather which generally accompanies southerly gales. This is a matter of the first importance, inasmuch as both the arrival and departure of the packet must be almost always in the dark during the winter months, from the absolute necessity of navigating between the islands in the day-time.

Third, that the western mail bringing the foreign correspondence direct from Falmouth arrives here now at 7 P. M., just in time to be forwarded by the packet, and, as it could not be at Southampton before midnight, would be delayed twenty-four hours; this mail is, to the commercial islanders, of more importance than even that from London.

As far as the despatch of the London mail is concerned, a nearer approach to the metropolis for a packet station is useless, inasmuch as the packet must leave the English coast the early part of the night, so as to ensure her leaving the following day to deal with the very intricate navigation of the islands, which, even with steam-vessels and the most practised pilots, cannot be attempted in the dark.

At Weymouth the London mail remains ten hours and a half before the packet sails, that is, from 10h. 30m. A. M. till 9 P. M.; the same delay must take place at Southampton, for, though the packet might sail from there at 5 instead of 9 P. M., the mail would have been there twelve hours; thus, as respects the London correspondence, the two ports may be said to be equal as to time. With that from the westward, and all the foreign mails, Weymouth has the advantage of twenty-four hours.

In point of distance from the islands, the advantage is evidently with Weymouth; its safe and free approach with regular soundings, plenty of water through the bay, which is always sheltered and smooth in the prevailing winds, render it practicable in any weather, giving it here again a manifest superiority over the other port, so that the only benefit to be fairly expected from the removal of the station would be an increase of passengers; but even here the apparent certainty of a railroad being very shortly constructed from Weymouth to Bath, joining the Great Western one, and thus communicating with all parts of England, promises even a greater revenue than the other port offers, and its direct intercourse with Ireland through Bristol, now very great, would be considerably increased.

The money received for the conveyance of passengers covered the whole expense of the packets and the station for the year 1834, except £1,022. 18*s*. 2*d*., and for the year 1835,

all but £1,377. 18*s.*, leaving the packet postage of 3*d.* per letter clear, all but the above comparatively small sums; and this notwithstanding a violent opposition from Southampton, when the rival steam companies took passengers in the cabin for 2*s.* 6*d.*

No. 20.

Report of Captain Stevens.

I am quite convinced that, with larger and faster vessels, a very considerable revenue would be returned from passengers alone, especially if a French mail was sent this way.

I have to day made inquiry respecting the Bath and Weymouth railroad, and find that, though the scheme has but lately commenced, 8,500 shares are already said to be taken out of 10,000. No opposition is expected in Parliament, so that it appears certain to be constructed. This will lead to the building of a large pier harbour in Portland roads, or the considerable enlargement of Weymouth harbour.

Under all these circumstances I would very respectfully submit that the removal of the packet station to Southampton would not be attended with advantage to the public correspondence, or eventually to the revenue.

I have the honour to be, Sir,
Your very humble servant,
J. Agnew Stevens, R. N.
Agent for His Majesty's Steam-Packets.

J. R. Gardiner, Esq.

No. 21.

No. 21.

Captain Stevens as to the Accounts at Weymouth.

Agent's Office, Weymouth, 4th February 1836.

Sir,—In reply to your order of the 2d instant, "that I should report to you the state in which I found the accounts on my appointment to the Weymouth station, and whether there are any books of the former agent in my possession, or what became of them; also, whether Mr. Mackenzie, the late agent, was in trade."

I beg to state that I received a ledger (or general account with the General Post-office), containing, I believe, all the receipts and expenditure from the establishment of steam-packets here up to three months prior to Mr. Mackenzie's death, kept with great neatness and apparent good order, but in a manner that is unintelligible to me. I also received fourteen books of his daily journal, and one of his orders to the commanders—this was all.

On the 25th of June 1833, I stated to the General Post-office, that I had not received the letter-book of the station, when I was directed to apply to the widow for it, which I did; and, in reply, was told, by Mrs. Mackenzie, that "she had torn the books, and burned them and the papers before she left Weymouth." I enclose herewith a copy of her letter, which will more fully explain what she did.

In answer to your last query, I have heard that before the late Mr. Mackenzie was appointed to this agency he had been a merchant; but I believe that, during the whole period of his residence here, he was not embarked in any kind of trade.

I am, Sir, your very obedient servant,
J. Agnew Stevens,
Agent for His Majesty's Packets.

J. R. Gardiner, Esq.

Letter from the Widow of the late Agent.

2d July 1833.

Sir,—I very much regret that it is not in my power to comply with the request you made to me in your letter, which I received yesterday; but the truth is that, not knowing they would be of any use to you, I tore up the books, and burned them all before I left Weymouth. The letters were copies of what were sent up to the Postmaster-General, so that the originals are at the General Post-office, unless they have been destroyed. Had I remained at Weymouth, I would certainly have kept them, because they were written by my husband; but there were such multitudes of papers, that I did not know what to do with them, and felt myself under the necessity of burning them, which was a most painful office to me.

I am, Sir, your obedient servant,
E. A. Mackenzie.

Captain Stevens.

The above is a true copy of the original letter.—J. Agnew Stevens.

No. 22.

No. 22.

Letter from the Agent of the British and Foreign Steam Navigation Company.

British and Foreign Steam Navigation Company's Office, 8, *Fenchurch Street,*
21*st January* 1836.

My Lords,—I am instructed by the directors of the British and Foreign Steam Navigation Company, to state to your Lordships that having, since the 1st of January, placed a very superior steam-packet on the station from Southampton to Guernsey and Jersey, and which port they intend shortly to supply with more steam-packets, not only to the islands, but also to Havre-de-Grâce, the directors are quite ready and willing to enter immediately, at a fair remuneration, into a contract for the conveyance of the mails to the islands and South of France by way of St. Malo, as well as to Havre, twice in every week (or more often if this should be deemed desirable), by which arrangement a very material saving will be effected to the public, and a much greater facility will be afforded to the commercial interest, particularly if the suggestions should be adopted which they are ready to submit for consideration, and which the directors consider can be carried into effect without any difficulty.

I have the honour to be, my Lords,
Your Lordships' most obedient servant,
W. J. de Buck, Secretary.

To the Right Honourable the Lords Commissioners on the Post-office Inquiry.

No. 23.

Letter from the Secretary to the British and Foreign Steam Navigation Company.

No. 23.

British and Foreign Steam Navigation Company, 8, Fenchurch Street,
23d February 1836.

My Lords,—Referring to the memorial, dated the 21st ult., which I had the honour to address to your Lordships at the desire of the directors of the British and Foreign Steam Navigation Company, stating that the directors were willing and ready to enter, at a fair remuneration, into an immediate contract for the conveyance of the mails to Guernsey, Jersey, and St. Malo, as well as to Havre, from the port of Southampton, and considering that your Lordships might wish, in addition, to be furnished with more extended particulars with respect to the views of the Company, as also of the advantages and saving which would be derived and effected from transferring the conveyance of these mails to the Company's packets;

I am instructed by the directors to state to your Lordships that they are prepared, at a certain fixed price per annum, to undertake, by very superior, large, and powerful steam-packets, propelled by engines of from eighty to one hundred horses' power, (under regulations to be laid down by your Lordships, or by His Majesty's Postmaster-General,) twice a-week, the conveyance of the mails from Southampton to Guernsey and Jersey, carrying by the same packet a mail for St. Malo and its neighbourhood, as well as the South of France. Also, twice a-week, the mail for Havre, and France generally.

The directors, desirous of giving the public a much earlier receipt of the letters than has hitherto existed, beg to submit for your Lordships' consideration and adoption the following arrangements, *viz.*:—

The letters for Guernsey, Jersey, St. Malo, and South of France, to be received at the Post-office in St. Martin's-le-Grand until the hour of half-past eleven o'clock in the forenoon of every Tuesday and Friday.

The bags to be despatched from thence at 12 o'clock by a coach to be there ready.

The bags to be put on board at Southampton, and the packet to take her departure (weather permitting) at 9 o'clock in the evening.

By these arrangements the directors conceive the following advantages would result, *viz.*:—

First, a regular arrival of the mails (weather permitting) in Guernsey at 8 to 9 o'clock, in Jersey at 11 to 12 o'clock, in the mornings of Wednesday and Saturday, instead of, as now is the case, on Sunday and Thursday.

Secondly, the forwarding of the letters received from the country which arrive on the Tuesday and Friday mornings, instead of keeping them in London until 8 o'clock in the evening.

Independent of the above-mentioned advantages, there would also be accomplished the delivery of the letters for St. Malo in the summer months, generally on Wednesday and Saturday evenings, and in the winter months on Thursday and Sunday mornings, whereby the transit would be effected to St. Malo, in thirty-six to forty-eight hours at latest, which now is not done in less than five days, the letters at present being despatched by Calais, from whence they are forwarded to Paris.

This latter advantage (a saving of three days) would also result to a conveyance of a mail twice a-week from Southampton to Havre and South of France, which the directors submit should be made up in London every Monday and Thursday, or every Wednesday and Saturday evenings, at 7 o'clock, and, being forwarded by the Southampton mail, might, by a little extra speed, be put on board the packet at half-past 4 or 5 o'clock on the following morning, so as to enable the captain to take his departure by 5 o'clock at latest.

By such an arrangement the letters would be delivered in Havre on the Tuesday and Friday evening, or Thursday and Sunday evening, being within twenty-four hours from London.

In Rouen, and other places in the neighbourhood, on the morning of the second day from London.

And in Paris in the evening of the second day, or, as now is the case *viâ* Calais, the morning of the third day.

In addition to affording to the public an increased and more expeditious mode of conveyance, the directors also believe a very considerable saving will be effected to the Government, it being calculated (independent of the outlay of the three packets now on the Weymouth station) that the annual cost and charge of the present establishment cannot be less than £6,000, if as little, whereas by transferring the same line to the company (although the directors do not consider that they are now called upon to state their terms) the charge would be much less.

To give additional advantages to the islands of Guernsey and Jersey, as well as to the parties therewith connected, the directors suggest for your Lordships' consideration that the return voyage from Jersey and Guernsey should be every Tuesday night or Wednesday morning, and Saturday night or Sunday morning.

I have the honour to be, my Lords,
Your Lordships' most obedient servant,
W. J. de Buck, Secretary.

To the Right Honourable the Lords Commissioners
on the Post-office Inquiry.

APPENDIX (D.)—*Milford.*

No. 1.

No. 1.
Persons employed in the Post-office Establishment at Milford.

'A LIST of the Persons employed in His Majesty's Post-office Establishment at Milford.'

Names.	Quality.	Rate of Pay.	Allowance.
		£. s. d.	
Thomas Bevis, Esq.	Agent	250 0 0 per annum	£10 per annum for stationery.
Thomas Edwards	Clerk	80 0 0 do.	
William Davies	Storekeeper, Milford	4 4 0 per lunar month.	
John Devereux	Ditto, Dunmore	0 12 0 per week.	
William Minchin	Resident Engineer	160 0 0 per annum.	
John Lloyd	Boilerman	8 8 0 per lunar month.	
Ben John	Ditto	4 0 0 do.	
John Griffiths	Smith	4 16 0 do.	
John Field	Carpenter	4 16 0 do.	
Peter Lexter	Chief Mail Boatman (Milford.)	1 1 0 per week.	
Thomas John	Mail Boatman (Milford.)	0 17 6 do.	
John Rixon	Ditto. (Milford.)	0 17 6 do.	
William Allen	Ditto. (Milford.)	0 17 6 do.	
Thomas Glody	Chief Mail Boatman (Dunmore.)	0 16 0 do.	
Andrew Murphy	Mail Boatman (Dunmore.)	0 13 0 do.	
Jeffrey Power	Ditto (Dunmore.)	0 13 0 do.	
Edmund Power	Ditto (Dunmore.)	0 13 0 do.	
Thomas Glody	Ditto (Dunmore.)	0 13 0 do.	
William Evans	Packet Sweep	0 12 0 do.	
Thomas Rixon	Labourer	0 12 0 do.	
Thomas Williams	Ditto	0 12 0 do.	
George Williams	Ditto	0 12 0 do.	
William Thomas	Ditto	0 12 0 do.	
Michael Bowen	Ditto	0 12 0 do.	
	On board "Crocodile."		
Edward Hallands	Commander	300 0 0 per annum.	
Michael Merritt	Mate	4 0 0 per lunar month.	
John James	Second ditto	2 10 0 do.	
John Garvey	Carpenter	2 15 0 do.	
John Flen, Thomas Llewhellyn, Levy Llewhellyn, James Morrice, William Mathias, John Edwards	Seamen	2 5 0 do.	Two pounds of beef and one pound of bread each man per diem.
Joseph Flartey	Steward	2 0 0 do.	£12 per annum in lieu of victualling.
John Tasker	Fireman	4 16 0 do.	Half-pint of whiskey each per diem.
James Evans	Ditto	4 16 0 do.	
William Fleming	Engineer	130 0 0 per annum.	
	On board "Sibyl."		
John Roberts	Commander	300 0 0 per annum.	
Peter Rundle	Mate	4 0 0 per lunar month.	
James Price	Second ditto	2 10 0 do.	
William Bud	Carpenter	2 15 0 do.	
William John, James Henderson, John Glody, John Flen, Henry Miller, James Randle	Seamen	2 5 do.	Two pounds of beef and one pound of bread each man per diem.
John Wade	Steward	2 0 0 do.	£12 per annum in lieu of victualling.
Richard Pritchard	Fireman	4 16 0 do.	Half-pint of whiskey each man per day.
James Howells	Ditto	4 16 0 do.	
John Lewkern	Engineer	130 0 0 per annum.	
	On board "Vixen."		
William D. Evans	Commander	300 0 0 per annum.	
William Davies	Mate	4 0 0 per lunar month.	
Richard Flin	Ditto	2 10 0 do.	
John Lewis, Thomas Harries, Thomas Williams, Patrick English, James Richards, James Thomas	Seamen	2 5 0 do.	Two pounds of beef and one pound of bread allowed each man per diem.
Richard Stiles	Carpenter	2 15 0 do.	
John Andrews	Steward	2 0 0 do.	£12 per annum in lieu of victuals.
John Griffiths	Fireman	4 16 0 do.	Half-pint of whiskey each per diem.
James Davies	Ditto	4 16 0 do.	
William M'Donald	Engineer	130 0 0 per annum.	

No. 1.

Persons employed in the Post-office Establishment at Milford.

A LIST of the Persons employed in His Majesty's Post-office Establishment at Milford—(*continued*).

On board "Aladdin."

Names.	Quality.	Rate of Pay.	Allowance.
		£. s. d.	
John Hammond	Commander	300 0 0 per annum.	
Ben Hancock	Mate	4 0 0 per lunar month.	
Michael Barry	Second ditto	2 10 0 do.	
Thomas Martel	Carpenter	2 15 0 do.	
James Edwards Morrice Galgay Thomas Rees Wat. Murphy W. Llewhellyn Wm. Appledore	Seamen	2 5 0 do.	Two pounds of beef and one pound of bread each man per diem.
Thomas Mayne	Steward	2 0 0 do.	£12, in lieu of victualling, per annum.
William Pollett	Fireman	4 16 0 do.	Half-pint of whiskey each man per diem.
John Howells	Ditto	4 16 0 do.	
Robert Hervey	Engineer	130 0 0 per annum.	

No. 2.

No. 2.

Receipt and Expenditure of the Milford Station for the last Four Years.

AN ACCOUNT of the Receipts and Expenditure of the Milford Station for Four Years, ended 5th January 1836.

Years.	Receipts.	Expenditure.	Loss.
	£. s. d.	£. s. d.	£. s. d.
1832	1,610 14 3	13,595 10 0	11,984 15 9
1833	1,495 11 6	13,316 6 9	11,820 15 3
1834	1,618 7 1	13,800 0 10	12,181 13 9
1835	1,891 14 4	12,869 4 0	10,977 9 8
	6,616 7 2	53,581 1 7	46,964 14 5

The Receipts from April 1824 to the 5th January 1832, were £19,875 14 4
Expenditure during the same Period 174,021 11 6

Loss £154,145 17 2

No. 3.

No. 3.

Prime Cost, Outfit, &c., of the Post-office Packets on the Milford Station.

A RETURN of the Prime Cost and Outfit of the Vessels now in the Employment of the Post-office on the Milford Station, and the Amount paid for the Repairs of the Packets on that Station, during each of the last Three Years.

Prime Cost and Outfit.

	£. s. d.
Crocodile	11,159 7 5
Sibyl	10,367 3 2
Vixen	12,808 5 9
Aladdin	10,410 14 2
	44,745 10 6

Wear, Tear, and Repairs.

1832	£. s. d.	1833	£. s. d.	1834	£. s. d.
Crocodile	854 6 5	Crocodile	315 15 1	Crocodile	275 11 9
Sibyl	151 9 5	Sibyl	380 11 8	Sibyl	821 0 1
Vixen	754 14 1	Vixen	264 1 8	Vixen	435 14 11
Sovereign	199 12 0	Sovereign	443 16 4	Sovereign	130 6 7
	1,960 1 11		1,404 4 9	Aladdin	254 13 1
					1,917 6 5

Total for wear, &c., in three years, £5,281 13 1

No. 4.

A RETURN showing the Draught of Water of each of the Post-office Steam-Packets on the Milford Station when with their full Complement of Fuel and Passengers; their Tonnage, Power, Length, Breadth of Beam, and Depth; Size of Cylinder and Air-Pump; Length of Stroke of each; Surface of the Boilers exposed to the Fire; Cubic Contents of the Boilers; Pressure on the Safety Valves when at full Work, and, if above low Pressure, stating the Authority under which the Valves were loaded; Alterations made in the Slides in consequence of using more highly elastic Steam; Diameter of the Wheels; Number of Floats, and Size; Inclination of the Paddle Arms to the Centre of the Shaft; greatest Number of Revolutions of the Wheels when loaded; Proportion of Wheel immersed when loaded.

Name of Packet.	Draught of Water when with full Complement of Fuel and Passengers.	Tonnage.	Horse Power.	Length extreme.	Breadth of Beam.	Depth.	Size of Cylinder.	Length of Stroke of Cylinder.	Size of Air-Pump.	Length of Stroke of Air-Pump.	Surface of Boiler exposed to the Fire.	Cubic Contents of Boiler.	Pressure on the Safety Valve when at full Work; if above low Pressure, the Authority under which the Valves were loaded.	Alterations made in the Slides in consequence of using more highly elastic Steam.	Diameter of the Wheels.	Number of Floats, and Size.	Inclination of the Paddle Arms to the Centre of Shaft.	Greatest Number of Revolutions of the Wheel when loaded.	Proportion of Wheel immersed when loaded.
	Ft. In.	Tons.		Ft. In.	Ft. In.	Ft. In.	Inches.	Ft. In.	Inches.	Ft. In.	Sq. Feet.	Cubic Ft	Per Square Inch.		Ft. In.				Ft. In.
Crocodile . .	9 0	235	80	131 2	19 10	11 3	$35\frac{5}{8}$	3 6	$18\frac{1}{2}$	1 9	1,116	1,344	5 lbs. above low pressure; loaded at Holyhead.	None.	14 2	14 7 feet by 21 inches, $2\frac{1}{2}$ inches thick.	Placed perpendicularly to axis of wheel.	27	2 $4\frac{1}{2}$
Sibyl . . .	9 0	230	80	117 6	19 3	12 6	37	3 6	$20\frac{1}{2}$	1 10	1,895	1,456	$5\frac{1}{4}$ lbs. above low pressure; loaded at Holyhead.	None.	16 0	12 7 feet by 22 inches, 3 inches thick.	3 inches.	26	2 1
Vixen . . .	8 8	180	80	115 0	19 5	11 6	$35\frac{5}{8}$	3 6	$18\frac{1}{2}$	1 9	1,950	1,428	$6\frac{3}{4}$ lbs. above low pressure; loaded at Holyhead.	Slides made to cut off the steam at something less than half-stroke.	13 8	14 7 feet by 2 feet, $2\frac{1}{2}$ inches thick.	Placed perpendicularly to axis of wheel.	30	2 4
Aladdin. . .	8 2	230	100	126 3	21 0	12 $5\frac{1}{2}$	$40\frac{1}{8}$	3 6	$20\frac{3}{4}$	1 9	1,866	1,390	$6\frac{3}{4}$ lbs. above low pressure; loaded at Holyhead.	1 inch added to the slide on the steam side.	15 5	12 6 feet 9 inches by 1 foot 10 inches, $2\frac{1}{2}$ inches thick.	Placed perpendicularly to axis of wheel.	$27\frac{1}{2}$	2 1

THOMAS BEVIS, Agent.

L 2

No. 5.

Number of Passengers, &c., conveyed by His Majesty's Steam-Packets between Milford and Dunmore.

No. 5.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed by His Majesty's Steam-Packets between Milford and Dunmore in each of the last Four Years.

Years.	Passengers.	Carriages.	Horses.	Mules.	Donkeys.	Dogs.	Bullion.	Parcels.
1832	1,869	29	31	..	..	18	..	444
1833	1,741	23	5	..	..	23	..	453
1834	2,068	26	8	..	..	38	..	502
1835	2,199	21	8	..	..	46	£7,500	936

March 1836.

J. Edwards,
Acting Agent.

No. 6.

Table of Fares now charged at the Milford Station.

No. 6.

A TABLE of the Fares now charged for the Conveyance of Passengers, Horses, Carriages, &c., by the Post-office Packets on the Milford Station.

	£.	s.	d.
Cabin passenger	1	10	0
Child of passenger under 10 years of age	0	15	0
Female servant	1	5	0
Man servant, Dealer, accompanying his own horses, Dealer in linen, carrying a pack, Hawker, conveying goods for sale	0	15	0
Help to such dealer or hawker, as a servant	0	5	0
Serjeant or corporal of the army	0	7	6
Private soldier, Common seaman, Menial servant, out of place, Operative mechanic, Irish harvest-man, Vagrant, with a pass	0	5	0
Person returning from accompanying a drove of cattle or pigs	..		
Child under 10 years of age, belonging to a deck passenger	0	2	6
A corpse	10	10	0
Horse	1	15	0
Pony, not exceeding 13 hands (or 4 ft. 4 in.) in height	1	0	0
Mule	1	0	0
Donkey	0	10	0
Dog	0	2	6
Four-wheeled carriage	3	10	0
Two-wheeled carriage	1	15	0

Bullion £1 per £1,000.

Parcels under 30 lbs., 1*s.* 4*d.*; above that weight, 1*d.* per lb.

J. Edwards,
Acting Agent.

March 1836.

No. 7.

No. 7.

List of Towns in Ireland, the Correspondence for which is sent by the Post-office *viâ* Holyhead, if not otherwise directed, although the distance would be shorter by Waterford.

A LIST of Towns in Ireland, the Correspondence for which is sent by the Post-office *viâ* Holyhead, if not otherwise directed, although the Distance would be shorter by Waterford; the Difference of Distance by the two Routes of Holyhead and Waterford, and also the Increase of Postage, if any, in consequence of the Correspondence being sent by Holyhead.

Town.	Distance *viâ* Holyhead	Distance *viâ* Milford.	Difference of Distance by the two Routes.	Increase of Postage, *viâ* Holyhead	Town.	Distance *viâ* Holyhead	Distance *viâ* Milford.	Difference of Distance by the two Routes.	Increase of Postage, *viâ* Holyhead
				d.					*d.*
Abbeyfeale	427	404	23	1	Inistiogue	350	310	40	1
Adare	399	377	22	1	Innishannon	445	390	55	2
Askeaton	414	392	22	2	Johnstown	360	348	12	1
Bagnalstown	332	324	8	1	Kanturk	445	408	37	1
Ballincollig	436	381	55	2	Kenmare	503	448	55	2
Ballylongford	435	404	31	1	Kildorrery	437	354	82	2
Ballingarry	411	390	21	2	Kildysart	427	408	19	1
Bandon	450	395	55	2	Kilkenny	343	338	5	1
Bantry	488	430	58	1	Killarney	482	433	49	1
Beerhaven	522	469	53	2	Kilmallock	409	362	47	2
Beer Island	522	469	53	2	Kilrush	447	424	23	1
Bruff	404	375	29	2	Kilworth	404	343	61	2
Bunralty	408	367	41	2	Kinsale	448	393	55	2
Burros-o-leigh	362	360	2	1	Knock	438	418	20	1
Buttivant	425	404	21	1	Leighlin-bridge	327	320	7	1
Caherciveen	502	493	9	2	Limerick	389	360	29	1
Caherconlish	417	351	66	2	Listowell	441	412	29	1
Cahir	381	321	60	1	Littleton	370	341	29	1
Callan	353	334	19	1	Macroom	454	399	55	2
Cashel	393	331	62	1	Mallow	433	397	36	2
Castleconnel	382	368	14	1	Middleton	445	361	84	2
Castle Island	472	464	8	1	Millstreet	502	412	90	2
Castle Martyr	439	356	83	2	Milltown	472	463	9	1
Castletown	522	469	63	2	Milltown Malby	441	414	27	1
Castletown Roche	417	350	67	2	Mitchelstown	398	342	56	1
Clogheen	389	327	62	1	New Birmingham	374	339	35	1
Cloghnakilty	463	407	56	1	Newmarket on Fergus	404	381	23	2
Clonmell	375	312	63	1	Pallaskenry	402	373	29	2
Cloyne	449	366	83	2	Pallasgreen	409	351	58	2
Cork	430	375	55	2	Passage, West	437	382	55	2
Croome	413	372	41	2	Rathcormack	412	349	63	2
Curofin	421	399	22	2	Rathkeale	406	378	28	2
Dingle	489	480	9	1	Rosscarbery	471	416	55	1
Donerail	430	409	21	1	Shanagolden	428	394	34	2
Dunmanway	468	413	55	1	Six-mile-bridge	399	371	28	1
Ennis	412	386	26	2	Skibbereen	483	427	56	1
Ennistimon	433	407	26	1	Tarbert	430	398	32	2
Fermoy	408	340	68	2	Tipperary	398	335	63	1
Fethard (Tip.)	383	321	62	1	Tralee	462	453	9	1
Freshford	352	347	5	1	Tulla	409	377	32	2
Graig	347	320	27	1	Valentia	506	499	7	2

Inland Office,
12th March, 1836.

DANIEL STOW,
Superintending President.

No. 8.

No. 8.

List of the Towns in Ireland for which Letters from London, if not directed by any other Route, are transmitted *viâ* Waterford.

A LIST of the Towns in Ireland for which Letters from London, if not directed by any other Route, are transmitted *viâ* Waterford.

Arthurstown	Golden	Portlaw
Broadway	Goresbridge	Ross
Camolin	Gowran	Taghmon
Cappoquin	Killynaule	Tallow
Carrick-on-Suir	Kilmacthomas	Thomastown
Dungarvon	Knocktopher	Thurles
Dunmore, East	Lismore	Tramore
Enniscorthy	Passage	Wexford
Fethard (Wexford)	Pill-town	Youghall.

Inland Office,
12th March, 1836.

DANIEL STOW,
Superintending President.

No. 9.

Capt. Bevis, R.N. Packet Agent, Milford, 9th October 1835.

No. 9.

Captain *Bevis*, R.N., Packet Agent, Milford,

Milford, 9th October, 1835.

Was appointed to the Milford station about a month ago, on the removal of the former agent, Captain Chappell, to Liverpool.

On his coming here he was particularly struck with the irregular manner in which the stores are supplied for the packets. The system at present adopted Captain Bevis considers the very worst possible in such a situation as this, where, from the little trade carried on, no competition can be expected.

He feels assured that, if the stores were contracted for, they would be supplied full 30 per cent. under the present cost, and the quality would be better.

Putting economy altogether out of the question, Captain Bevis objects most strongly to getting the stores from a tradesman here, and always from the same person, inasmuch as it affords room for peculation, and puts the officers of the establishment in contact with the tradesmen employed in a manner which ought not to exist in a Government department.

The coals used here are always Scotch; there is no contract for supplying them. The agent purchases a cargo when he thinks proper, and gets them upon the most reasonable terms he can. The coals are laid into store at Dunmore, upon the same terms as at Milford. The average price per ton, in the year 1834, was 14*s*. 5*d*., including all expense of laying them into store.

Until within the last three years, tallow, oil, cordage, and other small stores, were brought from Liverpool. The postmaster there, purchased them, and sent them round to Milford. There were no fixed prices. Since 1832 a tradesman has been employed here for the supply of these stores, under the authority of the Post-office. The same man has always been employed by the agent. At the beginning of last year another tradesman applied to the agent for leave to tender for the supply of these stores, and he was allowed to send in a list of prices, which was not, however, accepted by the Post-office. If the present system for the supply of stores is continued, Captain Bevis proposes, at the expiration of the present year, to advertise for all species of stores, and to endeavour to get tenders from Bristol and London, and not to confine the tenders to tradesmen at Milford, who, from the limited nature of their business, are unable to supply the stores on moderate terms.

From the vicinity of the dock-yard at Pembroke, Captain Bevis is assured that repairs would be much cheaper, and better executed there, than at Holyhead. Were there any arrangement made with the Admiralty, the stores might also be supplied from the dock-yard, which would be much preferable to the present mode, and diminish considerably the expenditure of the station.

The present scale of fares by the Milford packets is—

Cabin passengers	£1 10 0
Deck	0 5 0

There has been no alteration in this scale since the first establishment of the steamers upon the station. The receipts have greatly diminished in consequence of the very heavy expense of travelling from Bristol to Milford, and the inconvenience of embarking in the packets here. The fares to Dunmore from Milford are also complained of by the passengers as being too high.

From Bristol to Waterford the fare by the large merchant steamers is only £2. 2*s*. The fare by the mail from Bristol to Milford is £3. 3*s*.; and the passage across to Dunmore £1. 10*s*.

In each of the packets there are nine of the crew victualled, *viz*., three mates, one carpenter, and five seamen. They are allowed 2lbs. of beef, and 1lb. of bread each per day. The provisions are supplied by contract; tenders are advertised for, and received by the agent every year. Those tenders are transmitted to the Post-office, and the Postmaster-General accepts whatever tender he thinks proper. The tenders are sent in sealed, but opened by the agent before they are sent up to the Post-office. The average price of beef for the last three years has been £1. 13*s*. 4½*d*. per cwt., and of bread 19*s*. 4*d*. The provisions supplied are of the best quality, and, if any complaints are made, the agent desires the commanders to report to him as to whether there is any ground for the complaints.

The stores are all under the superintendence of the storekeeper, who lives on board the store-ship. It is his duty to see that the proper quantity of coals is delivered on board, and to keep an account of every thing he issues for the use of the packets. The storekeeper was formerly first mate of the "Sovereign," and was promoted by the agent some years ago. The bills for coals and other stores, are compared with the receipts which the storekeeper gives, before they are paid by the agent.

(Signed) Thomas Bevis.

No. 10.

Capt. E. Hallands, Commander of the "Crocodile" Steam-Packet, 7th October 1835.

No. 10.

Captain *E. Hallands*, Commander of the "Crocodile" Steam-Packet.

Milford, 7th October, 1835.

The "Crocodile" is 237 tons burthen, and has two 40-horse-power engines. Captain Hallands is of opinion that the Milford station, from being more exposed to the Western Ocean, requires at least as powerful packets as the Liverpool station. The Liverpool packets are greatly

superior in dimensions and power. They are 300 tons burthen, and have two engines, of 75-horse power, each.

No. 10.

Capt. E. Hallands, Commander of the "Crocodile" Steam-Packet, 7th October 1835.

Captain Hallands is aware of complaints being made by passengers of the difficulty of embarking and disembarking at Milford, which is always done by a boat, and he thinks that were the packets to run up to Hobbs' Point pier, where they could always lie afloat, it would be attended with great accommodation to the passengers, particularly to those who had horses or carriages. Hobbs' Point pier is close to the naval dock-yard, and were an arrangement made with the Admiralty, by the Post-office, for repairing the packets at the dock-yard, a great saving of time and expense, now incurred by the packets being sent to Holyhead for repairs, would ensue. The pier of Hobbs' Point should be faced by upright spars of wood, filled in with furze, as fenders for the packets, which has been found useful at Holyhead.

Captain Hallands, after an experience of 16 years on the Milford station in command of packets, feels confident that, were the packets to take the mails direct from Waterford to Portished, near Bristol, the great increase of passengers which would naturally follow such an arrangement would pay the expenses, as well as greatly accelerate the intercourse between the South of Ireland and England. Were the packets to run direct from Waterford to Portished, the same class of vessel now employed on the Liverpool and Dublin station would answer remarkably well, if the draught of water did not exceed nine feet.

Very great convenience arises from having a hulk at Milford, with coal and small stores on board, to supply the packets with anything they may require. They always run alongside this store-ship on their arrival, and are supplied by the storekeeper (who lives on board) with what they want. The coals, tallow, and oil, are supplied at the captains' request; other small stores are only issued by an order from the agent. The coals thus supplied are kept ready on the store-ship's decks, and measured into the packet by the storekeeper and his labourers as soon as the vessel arrives. The storekeeper delivers to the captain the weight of the coal thus issued, to be inserted in the ship's log. A copy of the log is sent to the agent at the end of each voyage.

No officer of the packet attends to the weighing or measuring of the coal thus supplied, that being left entirely to the storekeeper. When small stores are required Captain Hallands sends a demand to the agent for his approval; this demand, when approved by the agent, is taken by the first mate to the storekeeper or tradesman, as the case may require, and he gets the articles, leaving the demand with the person who supplies him. The mate never gives any receipt either to the storekeeper or tradesman for the stores thus received. The average value of stores under the charge of the storekeeper may be estimated at £1,000. The collection of the passage money is left entirely to the steward, who pays it to the agent at the end of the voyage, delivering at the same time a list of the names of the passengers conveyed by the packets.

The small stores required for the packets have always been supplied by the same person. The captains have nothing to do with the prices charged.

When the engineer requires any oil or tallow he receives the quantity he desires from the storekeeper. No written demand is made for oil, tallow, or coals. The written demands are only used for other articles. The storekeeper is appointed by the agent. The present storekeeper was mate of the "Sovereign" before his promotion; his salary was then £4 a-month, with victualling. He receives no allowance for victualling as storekeeper.

(Signed) E. Hallands.

No. 11.

No. 11.

Capt. John Roberts of the "Sibyl" Packet, October 10, 1830.

Captain *John Roberts* of the "Sibyl" Packet,

Milford, 10 *October*, 1835.

Has been 17 years commander of a Post-office packet on the Milford station; formerly had a sailing packet of his own, but on the introduction, of steam-vessels by the Post-office, in 1824, was appointed to command the "Aladdin." The Milford station, from being more exposed to the Western Ocean than either Liverpool or Holyhead, ought to have vessels of a class and power at least equal to any of the packets employed on the other stations; whereas the vessels on the Milford station are very inferior to those on the Liverpool and Holyhead stations. The Sibyl is 237 tons burthen, and has two engines of 40-horse power each; but she is not calculated for the service.

Captain Roberts states that, if he had an interest in the steamers, as he formerly had in the sailing packets, he would, for the sake of economy, have given them greater power, and altered their construction if he could have afforded it.

He is of opinion that, if vessels of double the power of the present ones were placed on the Milford station, they might, from being able to perform the voyage always during the day, be able to go direct to Waterford, and save one-third of the time now occupied in conveying the mails across the Channel. Should any circumstance prevent the packet getting up to Waterford, which would seldom or ever occur with a vessel of the class recommended by Captain Roberts, then the mails might be landed at Dunmore or Passage.

From the great facility of embarking and disembarking passengers at all times of tide at Hobbs' Point Captain Roberts feels assured that changing the station from Milford to that place will be attended with great accommodation to the public, and an increase to the Revenue from passage money. He has frequently heard passengers complain of the

No. 11.

Capt. John Roberts, of the "Sibyl" Packet, 10th October 1835.

inconvenience of Milford, from being obliged to land always in boats; and he attributes the decrease of passengers by the Milford route to that circumstance. By adopting Hobbs' Point, the inconvenience will cease.

Captain Roberts is of opinion that, could an arrangement be made by the Post-office with the Admiralty for repairing the steam-packets on this station at the naval dock-yard, it would be a great advantage, and save the time and expense of sending them to Holyhead, as they do at present.

When Hobbs' Point is made use of as a packet station it will be necessary to place two small light-vessels, one on the Carr Rock, and the other on the Wear Point; and in the event of the packet not arriving, during the day (which, if superior vessels be adopted, he does not anticipate) the light should be shown until her arrival, and on her departure. These light-vessels should likewise be provided with instruments to sound in foggy weather.

Greater facility and despatch would be obtained by having a vessel with the coal, stores, &c., on board, for the packets to run alongside of, than if those articles were on shore in store-houses; and he thinks that, as the pier at Hobbs' Point is not, from the direction given it, perfectly safe to lie alongside of in heavy north-west gales, the present store-vessel, the "Tortoise," should be moored off the west end of Hobbs' Point, and continued in her present employment. He thinks that she might be safely moored in such a situation, and that the packets might always lie alongside of her, to receive their coal, which being more protected from the weather, and less liable to deterioration than if it were in a coal-yard, would be very superior.

No. 12.

Captain Hammond, Commander of the "Aladdin," Milford, 14th Nov. 1835.

No. 12.

Captain *Hammond*, Commander of the "Aladdin," Milford.

Holyhead, 10*th Nov.* 1835.

The "Aladdin" is now under repair at Holyhead, getting a new crank for the starboard engine; a cross-bar to the connecting rod of the larboard engine is also about to be fitted. She arrived here on Tuesday, the 10th November. The "Aladdin" has been obliged to come to Holyhead for repairs three times within the last six weeks. In the beginning of October she was sent round for the purpose of having a cross-bar fitted for the larboard engine; he got at the same time a new crank and was under repair altogether a fortnight. On her voyage back to Milford the pedestal of the weigh-shaft broke, upon which Captain Hammond returned to Holyhead; one engine being in consequence of this accident completely crippled, he was obliged to disconnect the engines.

On arriving at Holyhead it was necessary to send to Liverpool for a new pedestal, which arrived here from Kingstown, having been conveyed there, and thence home, by the Post-office packets. After this second repair Captain Hammond was enabled to sail again for Milford on 21st of October. After arriving at Milford the "Aladdin" performed three voyages to and from Dunmore, when it was discovered that there was a fracture in the cross head of the starboard connecting rod. Having made a report of this to Captain Bevis, the agent, at Milford, Captain Hammond was directed to proceed a third time to Holyhead, in order to get a new cross-head. He left Milford November 1, and arrived at Holyhead November 2.

If there were any spare articles, such as the "Aladdin" has required, at Milford, there is every facility for having them replaced there. Connected with the establishment there is a resident engineer, with several workmen under him. In the early part of this year the "Aladdin" was at Holyhead for about six weeks, having new boilers put in. During that time Captain Hammond returned to the Milford station, and took his share of the duty there in the "Royal Sovereign." The boilers of the "Aladdin" were made at Holyhead; the former ones, which lasted for three years, were also made there; during the latter part of the time they required constant repair.

(Signed) JOHN HAMMOND.

No. 13.

Capt. J. Hammond, Commander of the "Aladdin," Milford, 17th Nov. 1835.

No. 13.

Captain *John Hammond*, Commander of the "Aladdin" Post-office Packet, Milford Station.

Holyhead, 17*th Nov.* 1835.

Has been in the Post-office service 21 years; 13 years as captain, and has commanded a steam-packet three years on the Milford station. The "Aladdin" is the only vessel on the Milford station that has increased cylinders, rendering her equal to 100-horse power.

He considers that the Milford station, from being more exposed to the prevailing south-west winds and the sea from the Atlantic, should have a very superior class of vessels to any of the other stations, whereas the other steam-vessels on the Milford station are inferior in power to those at Holyhead and Liverpool. The "Aladdin" has, as he represented previously, been under repair at various times at Holyhead since the 2d of October.

He is of opinion that, from the confinement of Holyhead harbour, and the distance it is from Milford, it would be a very great advantage if any arrangement could be made with the Admiralty to have the Milford packets repaired at Pembroke dock-yard.

All packets sent to Holyhead to take in new boilers must be subject to take the ground

alongside the pier where it is dry at low water, and in bad weather they must necessarily strike hard. This would be avoided at Pembroke, where the packets could always lie afloat.

No. 13.
Capt. J. Hammond, Commander of H.M.'s Packet "Aladdin," on the Milford station.

Captain Hammond has had no experience in the navigation of Milford Haven as far up as Hobbs's Point, and does not feel competent to give an opinion of it, but he has frequently heard passengers express great dissatisfaction at the inconvenience of embarking and disembarking at Milford. This inconvenience would be obviated were the packets to leave Hobbs's Point pier.

He is not acquainted with Waterford river, but if the packets were to go up to Waterford quay it would be a very great convenience to the passengers. Dunmore harbour is, in Captain Hammond's opinion, too confined to admit vessels of a much larger class than the present ones; and were steamers of 160 or 200-horse power employed on the Milford station, from Hobbs's Point to Waterford quay, a very great acceleration would follow in conveying the mails, and much more inducement for passengers to take that route.

On the Milford station the engineers are placed entirely under the orders of the commanders of the packets, and must obey any command which they give, of whatever nature it may be. When Captain Hammond first took the command of a steamer the agent at Milford came on board, and desired the engineer to obey him in every respect.

(Signed) JOHN HAMMOND.

No. 14.

No. 14.
Mr. William Davies, Storekeeper, October 9, 1835.

Mr. *William Davies*, Storekeeper.

Milford, October 9, 1835.

Was appointed storekeeper in 1825, when a vessel was obtained for a depôt for coals and other stores required for the packets. Previous to that time the stores were kept on shore, and shipped at considerable expense, attended with great waste.

Mr. Davies, before his appointment as storekeeper, was mate of one of the Post-office packets. His salary was then £4 per lunar month, exclusive of victualling, which he considered equal to £1. 8*s*. additional. Upon his appointment, Mr. Davies had no idea that the allowance of provisions was to be discontinued, otherwise he would never have accepted the responsible situation which he now holds, while the salary is only 1*s*. a-week more than he had as mate. In addition to the responsibility the duties are also very onerous, and continually increasing. He is obliged to be constantly on board the store ship, and lives there with his wife and family, being obliged to get all his provisions from the shore at his own expense. No person lives on board excepting Mr. Davies and his family, but one of the labourers is generally on board to assist the storekeeper.

Since 1827 the repairs of the packets have been done on board the hulk, and all the smiths, boiler-makers, and other workmen, are under the control of Mr. Davies. The head boiler-maker has a salary of £2. 2*s*. a-week, and the smith and carpenter £1. 4*s*. a-week each. He feels great difficulty in maintaining any control over men whose salaries are so much larger than his own. He has frequently applied for an increase of salary, and has only been induced to continue in his present situation from the hope held out to him of having it increased. When the clerkship was last vacant, he applied for that situation, and would be very glad now, with an additional salary, to perform the clerk's duties (which he does not consider very onerous) in addition to those of storekeeper.

The average value of stores under the charge of Mr. Davies is about £2,000. The receipt and issue of them are entirely intrusted to him, and he is the only person that keeps any check of the quantities received on board and issued. He always supplies whatever is contained in the demands of the commanders and engineers; those demands he keeps as vouchers for the issues. He does not take any other receipt of the stores issued. The commanders do not receive any note of the stores delivered to them; they know the quantities they receive from the demands which they present.

Mr. Davies thinks it would be much better for them to have all their stores from the dockyard, as they would then be of the best quality, and they would be sure of having the proper quantity delivered on board.

An accurate account is kept not only of all the stores supplied, but of every expenditure however trifling, and charged to each vessel separately; there can, therefore, be no difficulty in ascertaining the exact amount which each vessel costs for maintenance, tear and wear, &c. If any of the stores are not approved of, Mr. Davies uses his discretion in returning them to the tradesmen. When a cargo of coals is delivered, he is the only person who superintends the delivery, and reports to the agent the quantity he takes on board, who then pays the bill.

(Signed) W. DAVIES, Storekeeper.

No. 15.

No. 15.
John Devereux, Storekeeper, October 14, 1835.

John Devereux, Storekeeper.

Dunmore, October 14, 1835.

Has been 45 years in the Post-office service; was formerly mate of a sailing packet, and on the introduction of steam-vessels on the Waterford station was appointed storekeeper at Dunmore. He is a native of Waterford, and always served as a mate on that station.

No. 15.

John Devereux, Storekeeper, October 14, 1835.

He is of opinion that there would be no difficulty for a steam-vessel, drawing 10 feet of water, to proceed day or night to Waterford, if conducted by a person acquainted with the river.

He is not aware of what the contract price of the coal at Dunmore is. Sevenpence per ton is paid by him to a contractor at Dunmore for putting the coal into store, and re-shipping it into the packet. There are 21 coal store-houses on the pier, which would contain about 2,000 tons of coal: there are generally from 1,000 to 1,500 tons in store, besides small stores for the occasional use of the packets.

The storekeeper has a boat's crew of five men under him for attending on the packets.

When coals arrive at Dunmore in the colliers, Mr. Devereux sees them weighed. In case two vessels are discharging at the same time, the chief boatman attends on board the second. There are no custom-house officers at Dunmore, nor are there any meters. The storekeeper is the only person to check the amount of coals received or delivered. He sends a monthly account of his receipts and expenditure to the agent at Milford, and also a quarterly account, showing the whole expenditure during the quarter, and the quantity remaining in store. The storekeeper pays the whole expense of the Dunmore establishment, receiving the money, for that purpose, from the agent at Milford. His salary is 12*s.* a-week; he has, in addition to this, 1*s.* a-day from the superannuation fund, and a small cottage allowed him rent free. He is neither victualled nor allowed coal or candles, nor has he any other emolument whatever.

The boat's crew, who are under the storekeeper and paid by him, have 13*s.* a-week each. The chief boatman has 16*s.* a-week. The boatmen are generally appointed on the recommendation of the storekeeper. He pays about £1,000 a-year for the expenses at Dunmore, and has generally about £1,000 worth of stores in his charge.

(Signed) JOHN DEVEREUX.

No. 16.

No. 16.

Captain E. Chappell, late Agent, Milford, 10th Jan. 1836, requesting to be examined as to his Accounts.

To the Sub-Commissioners of the Post-office Packet Inquiry.

Liverpool, January 10, 1836.

Having held the superintendence as agent of His Majesty's Post-office Packets at Milford from the 8th day of May 1826 to the 27th day of August 1835, I am, of course, responsible for the efficient, economical, and proper management of that establishment during such period; but having been removed from that station to Liverpool at the moment when the Sub-Commissioners of Post-office Packet Inquiry commenced their investigation, I was prevented from offering any explanation or evidence as to the nature of my own proceedings, or the fidelity of my own accounts. Under such circumstances, it is indispensable to my character as a public officer that I should request, earnestly and respectfully, to be examined by the said Sub-Commissioners, during their stay at Liverpool, should any question have arisen as to the integrity or propriety of my transactions during the nine years I was agent of His Majesty's packets at Milford.

Should the Sub-Commissioners, however, deem it inexpedient to grant this humble request, I have only further to solicit that this my formal claim to be so examined may be attached to the report of their proceedings.

E. CHAPPELL, Agent to His Majesty's Packets.

No. 17.

No. 17.

Letter from Capt. Evans to Lord Duncannon, with Report on Waterford River, 14th October 1835.

Letter from Captain *Evans* to Lord *Duncannon*, with Report on Waterford River.

14th October, 1835.

MY LORD,—In obedience to your Lordship's instructions, I have examined the chart of Waterford river; and I have the honour to transmit a copy of the report which I have made to the Harbour Commissioners.

Dunmore harbour being very contracted, and not capable of admitting a larger class of packets than the very inferior ones now employed on the Milford and Dunmore station, I think it would be worthy of the consideration of the Commissioners to inquire into the practicability of conveying the mails, in a superior class of packet, direct from the new pier at Hobbs's Point to Waterford quay.

Your Lordship will perceive, from the statement of Captain Roberts, one of the most experienced commanders on that station, what a very great saving of time, and convenience to the public, would ensue from this change; and I perfectly coincide with Captain Roberts in thinking that such an arrangement would considerably increase the revenue from passage-money.

I have the honour to be, my Lord,
Your Lordship's obedient humble servant,
(Signed) GEORGE EVANS, R. N.

The Viscount Duncannon,
&c. &c. &c.

No. 18.

No. 18.

Captain Evans's Report upon Packet Communications between Milford and Dunmore, and Hobbs's Point and Waterford Quay.

To the Right Honourable Lord *Duncannon*.

My Lord,—Having carefully examined and sounded Milford Haven and Waterford river, with a view of ascertaining whether the mails might be conveyed direct from the new pier at Hobbs's Point to Waterford quay, I have the honour to transmit, for the information of the Commissioners, the result of my investigation.

It appears from all previous reports, and the evidence taken, to be generally acknowledged that the packets on the Milford station are very deficient in tonnage and power; and it is equally manifest that Dunmore harbour will not admit vessels of a superior class to those now employed.

It is, therefore, a subject of some importance, from the enormous expense of the present establishment, to see if that expense might not be diminished by giving greater accommodation to the public, as well as expediting the conveyance both of passengers and letters.

Perhaps I may be allowed here to remark that the most effective manner of accomplishing this desirable object, and of avoiding the difficulties of the present line from its exposure to the whole volume of the Atlantic during the prevailing gales, appears to have been entirely overlooked, in not having originally selected Dale road on the west side of Milford Haven, and some convenient place on the coast of Ireland to the north of the Tusker, as the stations in lieu of Milford and Dunmore; but since the mistake has been made, I shall confine my observations to those places which can immediately be made available.

The new pier at Hobbs's Point is well calculated to obviate the difficulties and inconvenience hitherto attendant on embarking at Milford, and its vicinity to Paterdock-yard is of great importance.

When the new road, through South Wales, to that pier is finished, every accommodation can be afforded to the public, as well as a great saving of time in the arrival of the mails.

Packets of the first class can always lie afloat at Hobbs's Point, there being 16 feet alongside the pier at low water spring tides.

Before making use of Hobbs's Point as a packet station, it will be necessary to place two light vessels in the channel between it and Milford, one off the Carr rocks, the other off the Weare Point; both light vessels should be provided with gongs, or bells, to be used in foggy weather, for the guidance of merchant-vessels as well as the packets.

The description of vessel best calculated for the Milford station as a packet would be one of about 450 tons, and 180 horse power, built with a long flat floor, sharp entrance, fine run, and constructed not to draw more than 10 feet water: such a vessel would make the voyage from Hobbs's Point to Waterford quay on an average of 11 hours throughout the year.

The packet would leave Hobbs's Point about midnight, therefore the navigation of Waterford river would be always performed in day-light. Should thick foggy weather detain the packet going up the river, the mails could be landed and sent on, but I do not consider that such an event would occur more frequently than the mail-coach might be obstructed by snow.

In conclusion I beg leave to observe that the certainty and regularity which would be obtained by powerful packets performing the voyage, would considerably increase the correspondence; and the convenience afforded to the public, by having vessels of such description running from Waterford quay to Hobbs's Point, would, I am confident, from the increase of passengers, considerably diminish, if not entirely cover, the expenses of the station.

With reference to the practicability of navigating Waterford river with powerful steamers, I beg leave to refer your Lordship to my report on the late survey of that river by Messrs. Carter and St. Leger, which shows that there is always 14 feet at low water in the channel over the flats, and I may here observe that whenever there is a heavy sea the wind must blow right into the river, and increase the depth of water at least two feet.

George Evans, Commander, R.N.

No. 19.

No. 19.

Report and Observations of Captain George Evans on the Chart of Waterford Harbour, constructed by Messrs. Carter and St. Leger.

Report and Observations of Captain *George Evans* on the Chart of Waterford Harbour, constructed by Messrs. *Carter* and *St. Leger*.

Waterford, October 14, 1835.

Sir,—Having been requested by the Chamber of Commerce, and the Harbour Commissioners, to inform them of the result of my observations on the harbour of Waterford, and my opinion as to the accuracy of Messrs. Carter and St. Leger's chart, I feel much pleasure in communicating to them, by permission of the Commissioners of the Post-office Inquiry, that I found the chart of Waterford harbour, constructed by Messrs. Carter and St. Leger, perfectly correct, as far as a very limited time admitted my making observations respecting it.

I cannot give the gentlemen a stronger proof of my approval of the work than that, as a perfect stranger, I was enabled with great facility to take the pilot vessel, drawing nine feet of water, from Waterford to Dunmore without any other assistance than that the chart afforded me.

I would beg leave to suggest that when the chart is published there should not be any bar marked on it, as I do not think the flat extending between Duncannon and Creden Head deserving of such a name, the soundings being regular for nearly a mile.

No. 19.
Report and Observations of Captain George Evans on the Chart of Waterford Harbour, constructed by Messrs. Carter and St. Leger. October 14, 1835.

It appears in the chart that there is over the flat a tortuous channel with 16 feet at low water ordinary spring tides, but from the great difficulty of discerning proper marks for it in the day time, and the impossibility of placing lights so as to be available by night, I should recommend a remark being made on the chart,—that 14 feet water will be found over the flat at low water, ordinary spring tides.

I found Duncannon light-house, on with the clear patch of ground pointed out by Mr. Conn, the deputy pilot master, as a site for another light-house, the best mark for the deepest water over the flat, and if a second light-house were erected on that patch it would serve for a mark by day as well as by night.

I think if the Commissioners were to clear away the point at Belle Vue it would materially improve the navigation of the channel.

I have the honour to be, Sir,
Your most obedient humble servant,
GEO. EVANS.

To the Secretary of the Harbour Commissioners, &c., Waterford.

No. 20.
Resolutions of the Chamber of Commerce of Waterford. October 15, 1835.

No. 20.

Chamber of Commerce, October 15, 1835.

EDWARD COURTENAY, ESQ. in the Chair.

Moved by FRANCIS DAVIS, ESQ.—Seconded by Alderman M'CHEANE.

The Chamber being informed that it is in the contemplation of Government to render steam communication to the South of Ireland more effective than it now is, and that two scientific gentlemen are engaged on a survey which embraces this object:

Resolved,—That the following committee be appointed with full powers to memorialize or communicate with public bodies, or private individuals, on this important subject; and they are requested to bear in mind the decided and unanimous opinion of this Chamber that the present line from Milford to Waterford is that best calculated to promote the public benefit, as well as the important local interests of South Wales, and the South of Ireland,—more particularly the cities of Waterford and Kilkenny, the town of Clonmel, and the counties of Waterford, Wexford, Tipperary, and Kilkenny.—Passed unanimously.

EWD. COURTENAY, Chairman.

Committee.

FRANCIS DAVIS, ESQ.
THOS. M'CHEANE, ESQ.
JOSH. W. STRANGMAN, ESQ.
EDWD. COURTENAY, ESQ. and
JOHN BARDEN, ESQ.

No. 21.
Resolutions of the Harbour Commissioners of Waterford. October 15, 1835.

No. 21.

At a special meeting of the Board of Commissioners "for improving the port and harbour of Waterford, and for other places relating thereto," assembled on the 15th of October, 1835:

ALDERMAN EVELYN, Chairman,

The following resolution was recorded, viz.,

A resolution passed this day, at a general meeting of the Corporation of the Chamber of Commerce being now read, expressive of the opinion of that body "that the present line from Milford to Waterford is that best calculated to promote the public benefit, as well as the important local interests of South Wales, and the South of Ireland, more particularly the cities of Waterford and Kilkenny, the town of Clonmel, and the counties of Waterford, Wexford, Tipperary and Kilkenny:"

Resolved,—That this Board fully concur in the opinion thus expressed, and do therefore recommend the same to the favourable consideration of the Commissioners of Post-office Inquiry.

By order of the Board.
GEO. BROWNRIGG, Secretary.

No. 22.
Resolutions of the Chamber of Commerce, Limerick, Nov. 15, 1835.

No. 22.

Chamber of Commerce, Limerick, Nov. 15, 1835.

A communication having been received from the Postmaster of Limerick, on the subject of a letter from Mr. Gardiner, secretary to the Post-office Commissioners, referring to the present state of the Milford Packet station, and requesting the opinion of this body on the effect which a more improved and certain conveyance would have:

Resolved,—That this body, satisfied of the great advantage which the greatly increased correspondence from hence with the Channel and West of England would derive, and also as being the shortest, most direct and cheapest route of communicating with London, do most earnestly recommend that the attention of the Commissioners of Post-office Inquiry may be directed to the improvement of the steam-packets plying between Waterford and Milford, as in consequence of those at present on that station being defective, the communication is frequently delayed, and great inconvenience consequently results to the general trade of this important city.

Resolved,—That the Secretary be directed to furnish the Postmaster of Limerick with a copy of this resolution.—By order.

J. CARROL, Secretary.

No. 23.

No. 23.

Letter from Mr. Thomas Parsons to Mr. Gardiner, Nov. 7, 1835.

Waterford, 7th Nov. 1835.

DEAR SIR,—With reference to your request that I should give my reasons for recommending that Bristol ought to be the packet station for the communication between England and the South of Ireland, I would observe, that although I am strongly impressed with the superior advantages of the packets plying between Bristol and Waterford instead of Milford and Dunmore, and although my opinion is strengthened by the very objections which have been argued by those holding the opposite view, yet the sentiments of these gentlemen will doubtless be regarded with the consideration to which their rank, independence, and intelligence so justly entitle them, while I state plainly and candidly my opinion.

It occurs to me that a powerful packet leaving Portishead at nine, A.M., would, upon an average, reach Waterford by seven o'clock A.M. next day, the distance being 194 miles. The large hulk which is now at Milford could be advantageously and safely moored under the shelter of Caldy Island, 80 miles distant from Portishead, and from Tenby a small flat-bottomed steamer could be always in readiness to convey the mails and passengers between Wales and the hulk, alongside which the mail-packet could always safely come. The distance between Tenby and the hulk would be only about two miles. In the event of Tenby or Caldy Island not being considered safe, I believe there cannot be any objection made to *Dale*, at the entrance of Milford Haven, as a place of the very greatest security for taking off the Welsh mails and passengers, and that, too, without causing more than half an hour's delay.

If this plan be practicable, the mail would generally reach Waterford 10 hours sooner than it now does, and the letters be delivered at the same hour as those from Dublin, and also several of the branching posts from Waterford would receive their English letters at the same time as their Dublin letters reach them. The like advantage, in point of time, would be given upon the return.

Independently of the benefits which it thus appears would result from the suggested arrangement, it would be acceptable to the southern counties of England and Ireland: and it is not only my opinion, but the opinion of very intelligent men, that instead of the Post-office having to sustain the expense of the present station, the packets, by going to Portishead, would then be likely to cover the whole sum required for their support.

Passengers would prefer the mail-packets, arriving at such convenient hours, to the long journey of 130 miles by land through Wales, and the packet could at all times leave Portishead when she could proceed from Milford. I speak this advisedly, as the result of the nautical experience of Captain Morris, Captain Rose, Captain Bailey, Captain Jones, Captain Moise, and Captain Roberts, all of whom know, practically, the navigation of the British Channel.

The merchant steamers between Waterford and Bristol would then chiefly confine themselves to goods and cattle, as the preference invariably would be given to the Government boats, if they were powerful and the fares moderate. It is highly improbable that the merchant steamers would enter into a competition in which they could not eventually succeed.

In winter, particularly, the long sea voyage would have its advantages, as the roads in Wales, although free during the last three or four winters, have been frequently obstructed by snow. In the Bristol Channel the waves, even in stormy weather, are not so high that a packet could not make head-way against them, and the tides can almost always be turned to advantage; for, when adverse, the steamer can cheat them by getting in with the shore, and when favourable, she at once runs where they move with the greatest rapidity.

The main argument in favour of the Milford station is the *short sea;* but I submit that the very fact of its *desertion* now, when the accommodation for the long voyage is not so attractive as it would be with good and comfortable passenger-packets, is an irrefragable argument of the public not being so much influenced, as it is assumed, by a *short sea.*

Previously to steam it might have been so, but now all experience is against it; and I find, in February last, when the mails from Bristol to Waterford generally took between 30 and 40 hours, the merchant-steamers were over in 10 hours less. I quote February as a stormy month, with westerly winds.

From what I have stated, it appears to me that as well for the mails as for the public accommodation, and economy to the Post-office revenue, the Bristol and Waterford station would decidedly be the best for the packets; but if I be wrong, or argue the question upon incorrect principles, they will readily be detected, as I have endeavoured to show the grounds of my opinion.

Believe me, dear Sir,

Your very obedient servant,

To J. R. Gardiner, Esq. &c. THOMAS PARSONS.

No. 24.

No. 24.

Mr. M'Namara, Postmaster, Limerick. Nov. 4, 1835.

Mr. *M'Namara*, Postmaster, Limerick.

November 4, 1835.

Letters from England arrive here with great regularity *viâ* Holyhead and Liverpool. The mails coming by Milford frequently fail, even although the coach is delayed an hour at Waterford beyond the usual time of despatch waiting for the arrival of the packet.

No. 24.

Mr. M'Namara, Postmaster, Limerick, Nov. 4th, 1835.

Within the last 10 days there were three failures of the English mail coming *viâ* Milford and Dunmore, while the Holyhead and Liverpool mails were received in due course. The trade between Limerick and the West of England has increased amazingly within the last three years, which makes it of great importance to have the most expeditious and certain means for the transmission of correspondence. The packets upon the Milford station are so little relied upon at present that the merchants here do not find much benefit from that line of communication.

Mr. M'Namara has no hesitation in expressing his opinion that if the Milford packets were of a class and power to ensure their making their voyages with the same expedition and certainty that the Holyhead packets do, all the correspondence with London and the South and West of England would be forwarded by that route.

The rule at present adopted at the Post-office, with regard to letters for London, is to forward all letters *viâ* Holyhead, which are put in before the despatch of the Dublin mail. The very few letters (amounting to not more than three or four a-day) which are put in between the despatch of the Dublin and the Waterford mail are sent *viâ* Waterford. Although the postage for London *viâ* Milford is one penny less than by Holyhead, it very rarely occurs that letters are directed to be sent to London *viâ* Waterford. The Dublin mail is despatched at half-past five, the Waterford at half-past six.

The recent regulation, allowing letters to be forwarded by private ships, will certainly improve the Post-office revenue. The postage of 1*s.* is so small that the public will be very glad to avail themselves of the certainty of a Post-office communication in place of sending their letters by private hands, as has been generally done hitherto.

(Signed) PATRICK M'NAMARA.

No. 25.

Letter from Lord Lichfield to the Lords of the Treasury, February 9th, 1836.

No. 25.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

General Post-office, 9th February, 1836.

MY LORDS,—Understanding that it is the intention of Captain Evans to recommend the removal of the Post-office steam packets from Dunmore to Waterford, and also that he impugns the correctness of Captain Chappell's report upon the mission to Dunmore in 1832, I consider myself bound in justice to that officer to forward to your Lordships a copy of a most able vindication of his proceedings upon that occasion which he has transmitted to me from Liverpool.

Your Lordships will not fail to observe that, independent of his own decided opinion against altering the station from Dunmore to Waterford, the mass of evidence he has collected from good and practical seamen, thoroughly acquainted with Waterford harbour, entirely bears him out in coming to the conclusion he did that there is no other place, within the Hook Tower Point, possessing similar advantages to Dunmore as a packet station; and I feel confident your Lordships will allow these opinions, so strongly corroborating each other, and all derived from long and practical experience, to have their due weight, when compared with the single one expressed by Captain Evans, who cannot be supposed to have obtained an equal knowledge of the difficulties of the intricate navigation of Waterford harbour.

I have the honour to be, my Lords,

Your Lordships' very obedient servant,

LICHFIELD.

No. 26.

Lord Lichfield. Dunmore Harbour, February 9th, 1836.

No. 26.

General Post-office, 9th February, 1836.

MY LORDS,—In consequence of Captain Evans having intimated to Captain Chappell his intention to call in question the accuracy of a report relative to Dunmore harbour, made by him to the then Postmaster-General in 1832, I consider it but justice to that excellent officer, and in compliance with his own request, to lay before you a most able vindication of his proceedings upon that occasion. I consider it so perfectly unanswerable, and so thorough a justification of the conclusion as to the impropriety of removing the station from Dunmore to Waterford, strengthened as it is by the testimony of so many excellent seamen, their opinions being obtained from long and practical experience, so entirely coinciding with Captain Chappell's, that I should deem any observation of my own perfectly superfluous. I feel confident, however, that these strongly expressed opinions, valuable from the sources from which they have been obtained, will have their due weight in the minds of the Commissioners, and be considered worthy of their most serious consideration, when compared with the single one of an opposite nature given by an officer who cannot by possibility have obtained so accurate a knowledge of the intricate navigation of Waterford harbour as naval officers who have been for years employed on that station.

I have the honour to be, my Lords,

Your obedient humble servant,

LICHFIELD.

To the Commissioners of Post-office Inquiry.

No. 27.

No. 27.

Captain Chappell, Liverpool, February 3, 1836. Vide Captain Evans's * Reply, page 93.

Liverpool, 3d February 1836.

Sir,—Commander Evans, R.N., employed under the Commissioners of Post-office Inquiry, having intimated to me his intention to call in question the accuracy of a report relative to Dunmore harbour, made by me to the Postmaster-General in the year 1832, I take leave most respectfully to protest against this officer's judgment being considered conclusive, and I earnestly entreat that his Lordship the Postmaster-General will do me the justice to place this vindication of my proceedings before the Commissioners, that they may be assured how fully I am prepared to sustain the correctness of my report by irresistible evidence.

My mission to Dunmore in 1832 had reference to no less than seven distinct objects of inquiry: I was expected to report, 1st, upon the breaches in the inclined plane at the back of the pier, which threatened the immediate destruction of the light-house: 2d, as to the necessity of carrying out the base of such inclined plane, upon an extensive plan proposed by Mr. Halpin: 3d, as to the character and amount of that gentleman's estimate: 4th, as to the propriety of filling up a landing slip within the harbour: 5th, as to the security of some masonry erected upon a rock called Illaan Gleagh: 6th, as to the alleged filling up of Dunmore harbour, and the necessity of employing an apparatus for clearing out the deposit: 7th, whether there was any other place within the Hook Tower at which the packets could be stationed possessing similar advantages to Dunmore, so as to see if it might not be practicable to abandon the pier there, rather than incur the expense of repairing it.

From what I can collect, Captain Evans confines his objection to that part of my report which relates to the last of these particulars, and I shall therefore restrict my observations to this part of the subject, namely, "whether there be any other place within the Hook Tower possessing similar advantages to Dunmore as a packet station."

This inquiry naturally divides itself into two leading considerations: 1st, as to the conveyance of passengers: 2d, as to the facilities afforded for the arrival and departure of the packets, under all circumstances of wind and weather, so as to ensure certainty and punctuality in the daily transmission of the mails.

Respecting passengers, it will be observed that they have gradually withdrawn from the Milford line, since the increase of steam communication between Bristol and ports in the South of Ireland; and ten years' experience, added to much reflection on this matter, has convinced me, that no improvement of the packets, no splendour of equipment, no additional accommodation or increased power of steam, will ever allure passengers to return to this route. The cause which has diverted the stream of passengers from Milford is, in fact, beyond the control of any administrative arrangement, since it originates in the change produced by the gradual predominance of steam navigation. It is trade and manufacture that create the chief intercourse between Ireland and England, as well as between other countries, consequently persons proceeding on business only will always give preference to the quickest and cheapest conveyance. Neither Pembrokeshire, Cardiganshire, nor Carmarthenshire, possess any commercial attractions, being principally pastoral districts and destitute of manufactures. Brecon and Glamorganshire, indeed, have iron and copper-works, but even these are cheaper of approach from Bristol than from Milford. When sailing vessels were the only modes of conveyance, it suited even mercantile men to give the Milford route the preference, as the voyage to Bristol was then both tedious and dangerous; but steam navigation has rendered the passage as short and certain almost as that to Milford, while for persons proceeding to England the saving in time and expense by the Bristol line is more than two thirds of the whole. Passengers are carried from Cork or Waterford to Bristol as cheaply as to Milford, and even if the Post-office packets conveyed them to the latter place for nothing, yet the long and expensive land journey from thence would always make this the most costly route, to say nothing of the inconvenience attending the circumstance of there being but one coach running to Milford, and that, being the royal mail, is of course the highest in its charges and carries the fewest passengers. The same causes are producing the same effects in diverting the stream of communication from Holyhead to Liverpool, and there can be no greater error than ascribing these transitions to any supposed inferiority in the packets at Holyhead or Milford; for although the proximity of the former to the capital of Ireland may continue to ensure it some degree of intercourse, yet with respect to Milford, I am convinced, as steam navigation improves, there will be less inducement to travel by that route, and nothing but an alteration in the features of nature itself can ever materially increase the receipts accruing from passengers upon that station.

Adverting now to the second, and, so far as the Post-office is concerned, the most important point of this investigation, it will not be difficult to show that there is no other place within the Hook Tower possessing similar advantages to Dunmore as a packet station, as regards solely the prompt and punctual transmission of the mails.

The object of a post communication is to ensure daily regularity, in preference even to an occasional but fluctuating celerity. Accordingly, it has become almost a general rule to have as much of land conveyance, and as little of water, as possible; but especially would it be objectionable to substitute water carriage for land, where by so doing the distance would be increased, and the navigation rendered more difficult. Upon this principle alone is Dunmore to be preferred before any other place within the Hook Tower, as a single glance at the red line drawn across the little map sent herewith will suffice to show that the nearest and clearest mode of conveying the mails to Waterford is by land from Dunmore. As contrasted with the route by water, the coach would in fact be running along the base of nearly an equilateral

* The references in the margin have been inserted at Captain Evans's request.

No. 27.

Captain Chappell, Liverpool. 3rd February 1836.

triangle, while the packet proceeding direct to Waterford would have to navigate round the other two sides, under every disadvantage attending a narrow, crooked, and rapid river.

The question as to distance being plainly in favour of Dunmore, its superiority is immeasurable as respects the facilities afforded for the approach and departure of the packets. Not the slightest accident has happened to either of the four Post-office steam packets, in entering or leaving Dunmore harbour, since their first establishment nearly twelve years ago; while no less than four or five of the private steam vessels trading to Waterford have been totally lost during the same period, and two of those wrecks took place actually within the Hook Tower Point. These facts alone seem conclusive of the eligibility of Dunmore as a packet station. The coast near this spot is so bold and steep that the packets are accustomed to venture in during fogs and dark nights, when it would be madness to approach the shoals and contracted channel above Creden Head. In departing, also, Dunmore possesses still greater advantages, as there can never occur a fog so dense as to prevent the packet putting to sea, and the instant she is clear of the pier head, there is an open sea before her, and she may shape a course in full speed for Milford, without hesitation or risk; while, under similar circumstances, it would be wholly impossible to steam at full speed down Waterford river, and pass all the rocks and shoals, without running foul of vessels, or occasionally getting the packet on shore. I need hardly observe, that should she touch the ground upon an ebb tide, there would be not only a day's mail deficient at Milford, but very great probability of disabling or losing the packet altogether.

In heavy gales of wind, also, blowing directly into Waterford river, a departing packet, meeting a strong flood tide, might be plunging for hours between Passage and the Hook Tower, where there is frequently a tremendous sea, when, under the same circumstances of wind and tide, being so much farther to windward at Dunmore, she might at once double the Hook Point, and make good her offing.

Having thus detailed the principal grounds upon which I was induced to give an opinion in favour of Dunmore as a mail packet station, in preference to either Passage or Check Point, and Waterford itself appearing completely out of the question, both as relates to its greater distance by water and its crooked and cramped navigation, it only remains that I should notice the trivial point upon which Captain Evans has signified his intention of impugning my report. This is as to the soundings upon the bar of Waterford river, at the lowest ebb of extraordinary spring tides; as although this formed by no means a prominent objection in my mind to a removal of the packet station to Passage (the only notice of it being comprised in three lines of my report), yet I am anxious to defend my proceedings, even in this petty particular, from any imputation of neglect or error.

Vide Capt. Evans's Report on the Chart of Waterford River, page 83.

Captain Evans, having, as he says, upon two or three days' soundings taken by himself, or upon some other authority of which I am not aware, determined that the minimum depth of water is 16 feet, while my report, and every document, and every person, which I have been able to consult or discover, fixes it at 13 feet or under, it is certainly essential to specify from what sources my information was derived.

1. Admiral Knight's survey gives the lowest soundings on the bar at 2⅓ fathoms, or 13 feet.
2. Mr. Nimmo's general chart gives it at 12 feet.
3. Norie's sailing directions gives the lowest at 10 feet.
4. Captain Nuttall, 39 years captain of a Milford Post-office packet, sailing from Check Point and Passage, who had sailed over this bar for more than half a century, and who as senior captain, was the authority upon which I chiefly relied, declared the lowest soundings did not exceed 13 feet.
5. Two passage pilots gave the soundings to me at 13 feet.
6. Captain Dunn, R.N., six years inspecting commander of the coast-guard at Duncannon and Dunmore, and who frequently traversed the bar in boats, assured me the soundings were 13 feet.

Upon such authorities I felt fully authorized to state the depth of water as shown in my report, particularly as the soundings had so little weight as related to my consideration of the question at issue. Captain Evans, however, has imputed it as neglect that I did not personally ascertain the soundings upon the bar, though I was several days employed in boats examining every part of the river between Dunmore and Waterford. But it should be remembered how little consequence I attached to the soundings, that I had no reason to suspect the correctness of my information; and that even had I entertained doubts upon the matter, having neither time nor means to complete an accurate survey, it would certainly have been both injudicious and presumptuous to dispute such testimony as that of Captain Nuttall upon a few castings of the lead, taken at any period, however favourable for the purpose. In fact, I differ altogether from Captain Evans as to the propriety of merely dabbling in a matter of this description, and upon the reliance which ought to be placed upon two or three days' sounding upon a bar, which probably varies in depth, as it may chance to be affected by heavy gales from the Atlantic, or powerful floods from the river Barrow and Suir. Had there been no bar whatever to Waterford river, but ample depth of water at every time of tide, I should still think it not only objectionable, but absurd, to recommend a removal of the packet station which should substitute 18 miles of water conveyance for 12 miles of land carriage, for the sole purpose, as it would seem, of entangling those vessels in the tortuous and narrow channel of a rapid river, having its entrance contracted on both sides by extensive banks of mud and sand.

Sufficient, I trust, has already been advanced to prove, that my report, made nearly four years ago, is perfectly correct in every particular; but as it seems to be the intention of Capt. Evans, upon very cursory consideration, to recommend the removal of the packet station from

Dunmore harbour to Waterford quay, I deem it an imperative duty, to subjoin some evidence, which I have obtained upon this subject, within the last few days.

No. 27.

Captain Chappell, Liverpool, 3d February 1835.

First.—Captain Keay, commanding the William Penn steamer, plying to and from Waterford, testifies that he once sounded on the bar in 14 feet, and that he believes it sometimes does not exceed 13 feet. He states that there is only one place, (off Cheek Point between Passage and Waterford,) where his vessel has space to turn round, and that at Waterford, when arriving at a flood tide, it has been his practice to turn his vessel, by running her bow upon the bank of the river, and letting the flood tide sweep her stern round.

Secondly.—Captain Gosson, commanding the St. Patrick steamer, plying to Waterford, states the depth of water upon the bar, low spring tides, to be not above 13 feet; that there is a worse sea off Craden Head, than in any part of his voyage from Waterford to Liverpool; and that he is not only in the constant habit of waiting in Dunmore Bay for water over the bar, but, during a late tremendous gale, wherein several ships foundered, he was compelled to keep the sea all night, from the heavy sea that was breaking upon the bar.

Thirdly.—Captain Clarke, commanding the Gypsey steamer, plying to Waterford, believes the depth of the water on the bar does not exceed 13 feet at low ebb, spring tides. He also states, that he has made it a constant practice to wait for half flood to pass over the bar, whenever there was much sea, both in going out and arriving.

Fourthly.—Captain Bailey, commanding a private steam-vessel, plying between Bristol and Waterford, states that the lowest depth of water on the bar is 14 or 15 feet in ordinary, and 13 feet in extraordinary spring tides. Should a vessel draw 11 feet, she would be liable to strike upon the bar when there happened to be a heavy sea running.

Vide Captain Bailey's Letter, page 92

Fifthly.—Matthew Burke, pilot for Waterford River, perfectly coincides in the testimony of Captain Bailey.

But the most important evidence of the whole, and that which must outweigh the opinion of either Captain Evans or myself, is that of Captain Owen, who for a considerable time commanded a private steamer plying to Waterford, and who now commands His Majesty's Post-office packet, Wizard, at Holyhead. Being an officer of the royal navy, thoroughly acquainted with Waterford river, and with an intimate knowledge of the nature of a post communication, he seems peculiarly qualified to decide the question as to the eligibility of Dunmore harbour for a packet station, when compared with other places within the Hook Tower. Having never seen this officer, I ventured to write to him, requesting replies to a few plain queries; and his answer appears to me so clear and convincing, that I shall here transcribe it verbatim:

Vide Captain W. D. Evans's Letter, page 92.

Sixthly.—"The lowest soundings which I can recollect finding upon the bar off Duncannon, was 11 feet 6 inches, excepting once when I got a little too far to the eastward, and, it not being the best depth, I grounded in 10 feet. The vessel I then commanded was very sharp, never drawing less than 11 to 14 feet. I never attempted to cross the bar at low water spring tides, but generally anchored in Dunmore Bay and waited for about two hours' flood, which would enable me to cross the second bar, between Cheek Point and Waterford, and to go direct to the quay. The channel on the other side of Little Island (called the King's Channel) is deeper, but it is winding and narrow and subject to strong eddy tides, which make it very dangerous.

"Taking into consideration the navigation of Waterford river, and which is the fittest and most eligible station for mail-packets, Dunmore, Passage, Cheek Point, or Waterford, I should certainly give (in my opinion) Dunmore the preference, as being the most eligible site for the prompt and regular transmission of the mails; for I do not believe the duty can be so well effected from any of the other given points.

"In dark nights, or in foggy weather, a packet cannot navigate and land the mail with equal facility and safety to the vessel at Passage or Cheek Point, (Waterford I put quite out of the question,) as at Dunmore. At Passage, in gales of wind, with a strong tide running, I have often been unable to communicate with the shore, or the shore with me. At Cheek Point the tide is much slacker, better shelter from all winds, and therefore more direct communication with the shore. The anchorage at Passage in the winter is very much taken up by merchant vessels. The difficulty of steering clear of them in a narrow channel, and dark nights, with a strong tide running, and to navigate as far as Cheek Point, is both great and dangerous; therefore, under all these circumstances, I conceive that Dunmore offers the greatest facility, and the greatest safety, for approach and departure of the mails.

"I have often found a heavy sea on the bar off Duncannon, particularly between the bar and Dunmore; I have shipped heavier seas there, than on any other part of the passage to Liverpool.

"I cannot exactly say what may be the extreme velocity of tide in Waterford river; it varies according to the winding and breadth of the different reaches; I should think that in some the tide runs six miles an hour."

"There is very little room to turn a steamer round in any part of Waterford river, except between Cheek Point and Buttermilk Point. Should two steamers meet in any of the narrow parts of Waterford river, in dark nights, or in thick foggy weather, they would find it difficult to steer clear of each other without the chance of being on shore.

"I never took a steamer in or out of Dunmore. I once went there by land, and from what I could then see of the harbour, I should certainly say that it is by far the best and most eligible site for the prompt, safe, and regular transmission of the mails."

In conclusion I shall give an extract from a written communication made to me by Captain John Roberts, an officer in His Majesty's navy, and an excellent seaman, who for the last eleven years has commanded one of His Majesty's Post-office packets, plying between Milford and Dunmore, and who for years before Dunmore harbour was constructed, commanded the

Refer to Captain Roberts's Evidence, page 79.

No. 27.

Captain Chappell, Liverpool, 3d February 1836.

Sir Francis Freeling Post-office packet, sailing out of the Waterford river. The fact with which his testimony concludes, will furnish to the Commissioners a striking illustration of the comparative advantages of Dunmore, and other places within the Hook Tower Point, as a station for His Majesty's Post-office packets.

Seventhly.—"The bar which runs immediately across from above Craden Head to above Broom Hill, has from 13 to 14 feet water, spring tides. In running for Duncannon lights, it is necessary to be cautious in giving Ballistraw Spit a good berth, as on the east side the sea runs heaviest. On the west side the sand extends to within two cables' length of Duncannon Fort, and continues to the Spit beacon off King's Bay.

"The difficulty of packets going into Waterford river would occur when Duncannon lights could not be seen, from fogs or thick weather. Since I have been in command of His Majesty's steam-packet "Sibyl," we fell in with the St. Patrick private steamer, off the Tusker, and proceeded in company to the Hook Tower Point, at which time a fog came on, when I found little difficulty in getting into Dunmore. But mark the consequence with the other vessel bound to Waterford: she kept groping about from side to side until she became a total wreck upon the eastern shore."

Having thus explained my reasons for thinking that any great increase of passengers upon the Milford station is not, under any circumstances, to be expected; and having shown the grounds upon which I found the opinion, that there is no other place within the Hook Tower Point possessing similar advantages to Dunmore as a packet station, I must conclude by apologizing for the unavoidable length of this statement, and beg to subscribe myself,

Sir,—Your obedient servant,

E. CHAPPELL, Agent H. M. Packets, Commander, Royal Navy.

No. 28.

Captain Evans, Commander of H.M. Packet Vixen. 12th Feb. 1836.

No. 28.

Milford, 12th February, 1836.

SIR,—I have the honour to acknowledge the receipt of your letter, bearing date the 4th instant, requesting to be furnished with replies to, and observations on, various points connected with the management of the Milford Packet Establishment.

My absence from Milford on sea duty, has caused an unavoidable delay in my reply.

The subjects on which, I perceive, I am more particularly required to report, are comprised under the following heads, viz:—

1. The build of the "Vixen."
2. The nature and amount of her repairs.
3. Receipt and issue of stores.
4. Power of engines of the Milford packets.
5. Suggestions for any improvements in the Milford Packet Establishment.

First.—The "Vixen" was built at the dock-yard, Deptford, in the year 1823-4. The materials employed in her construction, are of the best description; and the workmanship throughout is of the most superior kind.

In point of strength, a most essential quality in steam-vessels, she is equal, if not superior, to all the other packets that have appeared on this station; and which last have been built at private yards, by contract.

Although the "Vixen" has been justly considered efficient for *her class*, she would have been still superior in speed had she been modelled upon principles which have *since* been introduced with advantage into the construction of steam-vessels, where *speed* was the object, rather than capacity for stowage. I venture to speak with some confidence on this subject, from having had, during the period of my service (17 years), on this station, ample opportunities of seeing tested, the various improvements introduced from time to time, in the construction of the *hull*, as well as the *engines* of steam-vessels; and to both of which subjects, I have devoted much of my attention, as well from inclination as from a sense of duty.

The errors of construction, I have remarked, common to the generality of steamers, are,

1. Want of sufficient length.
2. Not sharp enough in the entrance forwards
3. Not *flat* enough on the floor.

The effect of the *two first* errors, (of which the "Vixen" partakes) is to diminish the speed. The effect of the *third* error is, to cause a vessel unnecessarily to draw more water than she ought to do.

Second.—*The amount and nature of the "Vixen's" repairs.*

I take it for granted, this is meant to apply to the *hull* of the "Vixen," which has not undergone any repairs, at least, such as may properly be so called. I conceive that the occasional repairs of bulwarks, damaged in severe weather, and other casualties of a trifling nature, are not here alluded to: but if I am mistaken in my conclusion, I have only to observe, that as all the expenses of the establishment for repairs are paid by the agent of the station, where such repairs are done, their amounts can only be obtained from such agent's office.

Third.—*The receipt and issue of stores.*

The supply of stores for the establishment, is exclusively provided by the agent of the station. A stock of the most essential articles of consumption is kept in a hulk provided for the purpose, and placed under the care of a storekeeper, who issues the same upon the production of a written demand signed by the agent and commander.

Fourth.—*The power of the engines of the Milford packets.*

No. 28.

Captain Evans, Commander of H.M. Packet, Vixen, 12th Feb. 1836.

Vessel's name.	Horse power.	Engine-maker's name.
Aladdin	100	Messrs. Fawcett and Co., Liverpool.
Sibyl	80	Ditto
Crocodile	80	Bolton and Watt.
Vixen	80	Ditto

The "Aladdin" had originally but 80-horse power, but was afterwards supplied with larger cylinders, giving her an estimated power of 100 horses, which has made her the most efficient vessel, in adverse weather, on the station.

The "Sibyl's" power, although nominally 80, is greater than that of the "Crocodile," or the "Vixen." The reason of this is, that Messrs. Fawcett and Co. use larger cylinders for any given nominal power, than other manufacturers. For instance,

Diameter of "Sibyl's" cylinders	37 inches.
Ditto "Crocodile" or "Vixen"	35⅝ inches.

The effect of this difference, small as it appears, is to give an increase of power of 7 or 8 horses, in favour of the "Sibyl."

With the view to economize fuel, and to increase the power, the principle of *expansion* has been introduced into the engines of the "Vixen," "Aladdin," and other of His Majesty's packets. Hitherto the steam was admitted into the cylinders, during the whole ascent or descent of the pistons; but, by an alteration and new adjustment of the *slides*, the admission of steam is *cut off* at about *half stroke*, when the remaining part of the stroke is effected by the *expansion* of the steam alone, thus expending only half a cylinder-full of steam, instead of double the quantity which was done by the old method, when working "*full stroke*;" but I should observe, that in order to apply beneficially as to *power* the expansive principle, it is necessary to increase the elastic force of the steam; accordingly the safety valves of the "Vixen" have been loaded to 6¾ lbs. per square inch.

Fifth.—*Suggestions for the improvement of the establishment.*

Those points of the establishment which appear to me the most susceptible of improvement, are, 1.—The mode of landing and embarking the mail, passengers, carriages, &c., at Milford; 2.—The power and efficiency of the packets.

As to the first, the removal of the packets to Hobbs' Point will obviate the inconvenience and frequent difficulties at present experienced in landing and embarking the passengers in boats; but previous to such removal of the establishment, it will be necessary to place a *light* at the Ware Point, and another at the Carr rocks, to facilitate the navigation of the river. It will, likewise, be important to supply these light vessels, one with a gong, the other with a bell or horn, to enable the packets to grope their way during fogs.

As to the efficiency of the packets, I have to observe, that the power of the "Crocodile" and "Sibyl" may be increased, by placing larger cylinders in them, as was done in the case of the "Aladdin." But should Capt. Evans' R.N. proposition be carried into effect, that of introducing new vessels of much greater power, (say 160-horse power,) there can be no doubt that the effect would be a regularity and celerity in the transmission of the mails, never hitherto attained on this station. Such vessels ought not, if properly constructed, to draw more than nine feet to nine feet six inches water, which is about the greatest draught that *Dunmore* will allow.

Confirmatory of my opinion as to the above-named draught of water for vessels of 160-horse power, I may instance the new Revenue steamer "Vulcan," of 324 tons, and 120 horse-power, drawing but seven feet six inches water. This important reduction in the usual draught of water, for vessels of such burthen, was obtained by adherence to the good principle already alluded to, viz.: *great length* and a *flat floor*.

I should observe, that the "Vulcan" is, besides, an exceedingly fast vessel.

I have only to add, in conclusion, that should the projected measure of making *Waterford quay*, the point of communication with Ireland, be carried into effect, so light a draught of water as 9 feet 6 inches, will be highly advantageous in the navigation of the Waterford river.

I am, Sir,

Your obedient servant,

W. D. Evans, Commander of His Majesty's Packet "Vixen."

J. R. Gardiner, Esq.

No. 29.

No. 29.

Capt. W. D. Evans. Navigation of Waterford River. 3d April 1836.

Milford, 3*d April* 1836.

Sir,—I take the earliest opportunity, after arrival from sea, of acknowledging the receipt of your letter dated 28th ult., requesting to have my opinion as to the practicability of navigating the Waterford river with an improved class of packets on this station, and of landing and embarking the mails, &c., at the quay of Waterford, instead of Dunmore.

It happens that about two months since I was called upon for a report on the same subject, by the present agent for packets at Liverpool.

The subject was submitted to me in a series of questions, by Captain Chappell, accompanied by a request that I would obtain replies to them, and state the authorities from whom such replies were obtained.

I accordingly consulted two persons, whom I considered unquestionably as good authorities as could be found, to give an opinion on this subject. I mention this to introduce their

No. 29.

Capt. W. D. Evans, Navigation of Waterford River, 3d April 1836.

names in this report, to prove for your satisfaction that the opinion I have long entertained on the subject in question is not unsupported by experienced nautical men.

They are, first, Captain I. Bailey, of the mercantile steamer, Mermaid, several years plying in a large steam-vessel between Waterford and Bristol.

Secondly.—One of the most intelligent of the senior pilots for the river Suir.

These two persons I consulted separately, and had the satisfaction to find that their opinions were similar, and that they coincided with me in thinking it clearly practicable to navigate the Waterford river at any time of tide, day or night, (thick fogs of course excepted,) with steamers not exceeding ten feet draught of water.

This opinion is somewhat supported, too, by the fact that the old sailing packets, drawing more water than our present steamers (at least some of them) had for upwards of 30 years prior to their removal to Dunmore from Chick Point and Passage, navigated successfully the most difficult parts of the river, during all times of tide, and all varieties of weather, both day and night. During that long period one packet only was lost in the river, and that in daylight, by missing stays.

It is true they did not ply with that regularity since attained by steam, but the simple fact of their being able to find their way up and down the river for so long a period, and, of course, in every variety of weather, is, in my opinion, a tolerable proof that the intricacies of the channel are not such as to prevent its navigation by steamers of a limited draught of water.

I have mentioned ten feet as the maximum draught, admissible at all times of tide; but I beg to observe, that steamers of 160 to 180-horse power, if constructed on the best principles, combining the good qualities of speed and light draught, ought not to draw above nine feet water. This easy draught would at once dissipate all doubt as to passing safely over the bar during a heavy sea at low water spring tides.

The intended hour of starting from Hobbs' Point (midnight) will be very favourable for the navigation of the river Suir, as it will, in a vast majority of cases, insure the packet's arrival in the river during daylight. Again, the coach hour of starting from Hobbs' Point will necessarily be about 2 A. M. The corresponding hour for the packet to leave Waterford, will therefore be about noon; thus affording, almost invariably, the important advantage of daylight, both up and down the river.

If any doubt existed on the subject under consideration, it would be as to whether the river could be navigated, at all times during the night, with that certainty and regularity indispensable in the transmission of the mails; but this doubt is at once removed by the assurance of having daylight, as shown above.

I have, therefore, no hesitation in asserting that it is my firm belief, that the attempt to navigate the Waterford river with a superior class of packets, as already described, could not fail to succeed.

I have only to add, that of many nautical men whom I have consulted, not one has given an opinion on this subject adverse to my own.

I have the honour to be, Sir,

Your obedient, faithful Servant,

(Signed) W. D. Evans.

Capt. Geo. Evans, R.N., &c.

Sir—I had not space in the enclosed sheet to mention what I consider an important fact, as bearing, in some degree, upon the projected measure of the removal of the packets from Dunmore to Waterford.

The harbour of Dunmore is rapidly filling up by deposit of mud, &c.

Since a few years, it has actually shallowed 4, and in some places 5 feet and upwards. I had a practical proof of this last night, by my vessel sticking hard and fast in the middle of the basin. She draws 8 feet 8 inches.

I am, Sir, yours most obediently,

(Signed) W. D. Evans.

Capt. Geo. Evans, R.N., &c.

No. 30.

Capt. Bailey of the Mermaid Steamer, as to Navigating Waterford River. 8th April 1836.

No. 30.

Mermaid Steamer, Waterford, April 8, 1836.

My dear Sir,—In reply to yours of the 6th inst., I find you are correct as to the conversation you remember to have had on board with me, and reply to your queries as follows:—viz.

1st.—The Mermaid draws 11 feet of water.

2d.—When we arrive at night in Waterford river at low water spring tides, or *at any time of tide*, if not *prevented by fogs*, or *extreme darkness* of the night, we immediately proceed on to Waterford, and have water at all times sufficient to take us over the ford or bar. I shall always feel pleasure in answering any further questions you may have to put.

Yours, &c.

(Signed) John Bailey.

To Capt. W. D. Evans, H.M. Packet "Vixen."

No. 31.

No. 31.
Captain Evans, as to Coal-boxes in H.M. Packets on that Station.

Sir.—In reply to your query respecting the coal-boxes of His Majesty's packets on this station; I have to say, that when steam-packets were first established here, the coals were *partitioned off* from contact with the boiler by a bulkhead of sheet iron—but about six years ago this bulkhead was dispensed with, and the sides of the boilers were made to answer as part of the coal-boxes, by which a greater quantity of coal can be stowed away.

This alteration was made at Holyhead, when our packets were supplied with new boilers; but I do not think it is a good plan; and our experience on this station has proved it to be attended with some danger, the coals having in some of our packets ignited several times, but happily without fatal consequences.

I am, Sir,
Your obedient Servant,
(Signed) W. D. Evans.

To Capt. Evans, R.N.

No. 32.

No. 32.
Captain Evans's Reply to Capt. Chappell's Report.

To Viscount *Duncannon*.

Office of Woods, April 27, 1836.

My Lord,—Having read the letter of Captain Chappell to the Secretary of the Post-office, dated 3d February 1836, and transmitted by the Postmaster-General to the Commissioners of Post-office Inquiry, I feel it my duty to call your Lordship's attention to the following points of that letter.

Captain Chappell commences by stating that I had intimated to him my "intention of calling in question the accuracy of a report" made by him in the year 1832 to the Post-master-General relative to Dunmore harbour, and puts forward this alleged intimation on my part as the foundation of his long letter to Mr. Freeling.

I can most positively assure your Lordship, that in any conversation I ever had with Captain Chappell, I never intimated to him any such intention; neither did I intend to call in question the accuracy of his "report," nor did I use to him any expressions calculated, in my mind, to justify any inference to that effect.

Previous to Captain Chappell forwarding that letter to Mr. Freeling, I had but two interviews with him. *On both* these occasions Mr. Gardiner, the secretary of the Commissioners, was present, and that gentleman will confirm my confident recollection of what then took place.

Captain Chappell's report relative to *Dunmore harbour* was never mentioned by me, although I spoke of the practicability of navigating Waterford river up to the quay of that city; and reference having been made to the depth of water on the bar of that river, and to the positive testimony given by Captain Chappell upon that point, I asked him if he had ever sounded it? Captain Chappell replied that he had not. I then, upon hearing this admission from Captain Chappell, did most certainly remark that, in my opinion, he ought not to have pronounced himself so positively as to the depth of a part of the river which, by his own acknowledgment, he had never sounded; and, the better to convince him of the danger of placing implicit confidence in the assertions of even harbour-masters and pilots on such a subject, I instanced to him a case in which the safety of His Majesty's frigates "Magicienne" and "Liverpool" was entirely owing to my not having adopted such assurances for my guide. The case was this,—

When I was master of the "Magicienne," in the East Indies, in the year 1817, we arrived at Port Louis, in the Isle of France, during the hurricane season. I was very anxious to take the frigate into the basin called the Trou Fanfaron, (*vide* my survey of that harbour accompanying this memorandum,) but the harbour-master, and every pilot belonging to the place, told the captain (J. B. Purvis) that it was utterly impossible, from the want of sufficient water, to take the frigate into the basin. This induced me to sound the harbour myself, and, finding plenty of water, I took the frigate into the basin upon my own responsibility, with the permission of Captain Purvis. Shortly after, during a violent hurricane, every vessel in Port Louis (39 in number) was wrecked or lost, with the exception of the Magicienne frigate; and had I not sounded the harbour myself, but relied on the opinions of the harbour-master and pilots, the frigate must have been lost had she been suffered to lie in the outer harbour.

On the arrival of His Majesty's frigate Liverpool, Captain Sir Francis Collier, to relieve the Magicienne in the following year, that frigate was also brought into the Trou Fanfaron. While both vessels were lying there another hurricane occurred; and a reference to the letter of Captain Sir Francis Collier,* and the log-book of the Magicienne, will show that the safety of both frigates was owing to their being in the basin during those hurricanes.

Having, I hope, satisfied your Lordship upon this part of Captain Chappell's letter, I feel that it still remains for me to call your Lordship's special attention to some of the

* Dear Evans,—I have no hesitation in saying that if the Liverpool had not been in the Trou Fanfaron during the hurricane in 1818, she must have been lost, had she been at usual anchorage; and I am further of opinion that the Trou Fanfaron ought to be constantly kept clear of mud, to keep that valuable anchorage in a fit state to receive a man-of-war and vessels of a large draught of water.

Yours very truly,
F. H. Collier.

To Capt. Evans, R.N.

No. 32.

Captain Evans's Reply to Captain Chappell's Report.

evidence by which he seeks to sustain his opinion of the impracticability of navigating Waterford river.

Among the authorities upon whom Captain Chappell relies are Captain Bailey and Captain Roberts. Now, my Lord, with respect to Captain Bailey, we have the most positive testimony from that officer bearing directly on the question.

Capt. Bailey's Letter, page 92.

Captain Baily states, speaking of the vessel he commands, "that the Mermaid draws about eleven feet of water. When we arrive at night in Waterford river at low water, spring tides, or *at any time of tide*, if not *prevented by fogs*, or *extreme darkness* of the night, we immediately proceed on to Waterford, and have water at all times sufficient to take us over the ford or bar."

Capt. Evans's Letter, page 91.

With respect to Captain Roberts, he likewise states "that he is of opinion that if vessels of double the power of the present ones were placed on the Milford station, they might, from being able to perform the voyage always during the day, be able to go direct to Waterford, and save one-third of the time now occupied in conveying the mails across the Channel. Should any circumstances prevent the packet getting up to Waterford, which would seldom or ever occur in a vessel of the class recommended by Captain Roberts, then the mails might be landed at Dunmore or Passage."

Vide Appendix, No. 29.

The practicability of the navigation is corroborated by the testimony of the pilots, as your Lordship will perceive by the certificate transmitted to the Commissioners by Captain W. D. Evans, commanding the Post-office packet "Vixen," now on the Milford station.

But, my Lord, I have to call your Lordship's attention to a much more extraordinary circumstance connected with this subject, viz., the apparent suppression, by Captain Chappell, of important evidence.

Captain Chappell formally applied to Captain William Evans, of the "Vixen," for his opinion relative to Waterford river; and although the latter officer, as required, forwarded to him a report on the subject, Captain Chappell has not made the slightest allusion to the existence of that report, in the enumeration of the evidence which he lays before the Commissioners, to enable them to come to a right conclusion on the practicability of the navigation of the river.

The report of Captain William Evans, founded on long experience, (he has been 18 years, I believe, on that station,) and supported by high concurrent testimony, is at *total variance* with the opinion of Captain Chappell. It is not for me, my Lord, to say whether that circumstance can in any way account for its suppression in the manner to which I have ventured to call your Lordship's attention.

I have the honour to be, my Lord, your obedient Servant,

(Signed) GEORGE EVANS.

APPENDIX (E.)—*Holyhead.*

No. 1.

No. 1.
Number and Names of Persons employed at Sea on the Holyhead Packet Establishment.

A RETURN showing the Number and Names of all Persons employed at Sea, on the Packet Establishment at Holyhead, who have been wholly employed in the Post-office Service, with the Salary and other Allowances of each Individual, and the Authority under which each Allowance has been made.

Ships' Names.	Names.	Quality.	Length of Service.		Rate per Annum.	Rate per Month.			Rate per Week.		
			Years.	Months.		£.	*s.*	*d.*	£.	*s.*	*d.*
Gulnare.	George E. Davies, R.N.	Commander.	10	5	500	..	..		..	..	
	Robert Edwards	Mate.	37	1	..	..	..		1	6	6
	Richard Madderin	Second ditto.	24	7	..	..	..		0	17	6
	William Morris	Carpenter.	10	..	..	..	..		0	19	3
	David Morgan	Fireman.	4	9	..	..	..		1	1	6
	John Williams	do.	9	2	..	..	..		1	1	6
	Lewis Jones	Seaman.	5	4	..	..	..		0	15	6
	William Jenkins	do.	5	4	..	..	..		0	15	6
	John Parry	do.	..	7	..	..	..		0	15	6
	William Lewis	do.	22	..	..	..	..		0	15	6
	Owen Edwards	do.	..	6	..	..	..		0	15	6
	John Wood	Engineer.	12	..	..	10	16	8	..	..	
Escape.	John Gray	Commander.	37	..	400	..	..		..	..	
	Henry Parry	Mate.	21	3	..	..	..		1	6	6
	Thomas Morris	Second do.	5	..	..	..	..		0	17	6
	Hugh Hughes	Carpenter.	10	11	..	..	..		0	19	3
	Richard Sutton	Fireman.	21	..	..	..	..		1	1	6
	Henry Davies	do.	25	3	..	..	..		1	1	6
	Lewis Thomas	Seaman.	28	..	..	..	..		0	15	6
	Richard Jones	do.	26	..	..	..	..		0	15	6
	Owen Thomas	do.	18	3	..	..	..		0	15	6
	William Williams	do.	10	6	..	..	..		0	15	6
	Hugh Williams	do.	..	..	..	..	..		0	15	6
	James Harvey	Engineer.	9	6	..	10	16	8	..	..	
Dragon.	James Duncan, R.N.	Commander.	10	10	500	..	..		..	..	
	Robert Williams	Mate.	25	..	..	..	..		1	6	6
	Richard Michael	Second do.	3	4	..	..	..		0	17	6
	John Mosse	Carpenter.	1	..	..	..	..		0	19	3
	John Bouche	Fireman.	11	..	..	..	..		1	1	6
	William Owen	do.	31	..	..	..	..		1	1	6
	William Edward	Seaman.	..	..	..	..	..		0	15	6
	John Thomas	do.	8	..	..	..	..		0	15	6
	Hugh Roberts	do.	6	6	..	..	..		0	15	6
	Robert Gregory	do.	6	..	..	..	..		0	15	6
	Hugh Williams	do.	7	4	..	..	..		0	15	6
	William Blundin	Engineer.	11	9	..	10	16	8	..	..	
Wizard.	Edwd. O. Owen, R.N.	Commander.	4	4	400	..	..		..	..	
	Patrick Mazee	Mate.	33	4	..	..	..		1	6	6
	Hugh Jones	Second do.	29	5	..	..	..		0	17	6
	John Howard	Carpenter.	3	2	..	..	..		0	19	3
	John Casey	Fireman.	9	5	..	..	..		1	1	6
	Hugh Williams	do.	24	5	..	..	..		1	1	6
	Thomas Williams	Seaman.	23	..	..	..	..		0	15	6
	Hugh Thomas	do.	10	3	..	..	..		0	15	6
	Thomas Roberts	do.	10	3	..	..	..		0	15	6
	Richard Lewis	do.	1	4	..	..	..		0	15	6
	Richard Martin	do.	1	2	..	..	..		0	15	6
	Richard Martin	Engineer.	22	10	..	10	16	8	..	..	
Cinderella.	William Wadling	Commander.	34	..	400	..	..		..	..	
	Owen Anthony	Mate.	2	..	..	..	..		1	6	6
	Samuel Easter	Second do.	2	4	..	..	..		0	17	6
	Thomas Griffiths	Carpenter.	4	..	..	..	..		0	19	3
	Morris Roberts	Fireman.	11	..	..	..	..		1	1	6
	Hugh Morgan	do.	6	..	..	..	..		1	1	6
	John Freeman	Seaman.	..	4	..	..	..		0	15	6
	William Roberts	do.	2	..	..	..	..		0	15	6
	John Owen	do.	5	..	..	..	..		0	15	6
	Robert Jones	do.	..	8	..	..	..		0	15	6
	John Thomas	do.	10	..	..	..	..		0	15	6
	James Johnstone	Engineer.	9	..	..	10	16	8	..	..	

No. 1.

Number and Names of Persons employed at Sea, &c.—(*continued*).

A RETURN showing the Number and Names of all Persons employed at Sea on the Packet Establishment at Holyhead, &c.—(*continued.*)

Ships' Names.	Names.	Quality.	Length of Service.		Rate per Annum.	Rate per Month.	Rate per Week.
			Years.	Months.	£.	£. s. d.	£. s. d.
Harlequin.	James P. Moon	Commander.	17	..	400	..	..
	William Harrison	Mate.	11	11	..	..	1 6 6
	Hugh Evans	Second do.	9	3	..	.	0 17 6
	Richard Jones	Carpenter.	..	2	..	..	0 19 3
	John Morris	Fireman.	20	..	..	..	1 1 6
	Charles Cudœ	do.	9	2	..	..	1 1 6
	Owen Jones	Seaman.	6	9	.	..	0 15 6
	David Jones	do.	13	..	..	..	0 15 6
	Robert Evans	do.	8	6	..	..	0 15 6
	William Parry	do.	9	6	..	..	0 15 6
	Edward Jones	do.	7	..	..	..	0 15 6
	Thomas Ward	Engineer.	12	..	..	10 16 8	..

Ships' Names.	Names.	Quality.	Length of Service.		Rate per Week.	Rate per Ton.*
			Years.	Months.	£. s. d.	s. d.
Royal Sovereign.	William Owen	Seaman.	10	..	0 15 6	..
	Thomas Pritchard	do.	1	8	0 15 6	..
	Hugh Jones	do.	..	3½	0 15 6	..
Iris Cutter.	William Hughes	Mate.	32	9	1 6 6	..
	Hugh Hughes	Seaman.	32	..	0 15 6	..
	Robert Williams	do.	32	11	0 15 6	..
	Hugh Rowlands	do.	30	..	0 15 6	..
	William Rowlands	do.	27	..	0 15 6	..
Prince, Collier.	Evan Lloyd	Master.	3	..	..	3 3
	William Owen	Mate.	3	..	..	3 3
	Richard Williams	Seaman.	3	..	..	3 3
	William Watkin	do.	3	..	..	3 3
	William Williams	do.	3	..	..	3 3
Countess, Collier.	John Thomas	Master.	9	1	..	3 3
	Owen Owens	Mate.	19	..	..	3 3
	Thomas Morris	Seaman.	2	6	..	3 3
	Lewis Owen	do.	8	..	..	3 3
	George Martin	do.	11	6	..	3 3
	Thomas Owen	do.	20	8	..	3 3
	William Hughes	do.	2	6	..	3 3
Pelham, Collier.	John Roberts	Master.	10	8	..	3 3
	William Williams	Seaman.	6	11	.	3 3
	Robert Jones	do.	5	6	-	3 3
	Richard Rowlands	do.	9	..	..	3 3
	Mesach Williams	do.	..	6	..	3 3
	James Farman	do.	1	..	..	3 3
Montrose.	Robert Parry	Master.	8	6	..	3 3
	James Farnion	Mate.	36	..	..	3 3
	John Jones	Seaman.	5	10	..	3 3
	Joseph Collins	do.	1	6	..	3 3
	Owen Parry	do.	..	4½	..	3 3
	William Griffiths	do.	20	6	..	3 3

5*s.* for all Coals delivered at Kingstown.

The whole of the foregoing allowances are made by authority from the General Post-office.

THOMAS BEVIS, Agent.

No. 2.

No. 2.

A RETURN showing the Number and Names of all Persons employed on Shore in the Packet Establishment at Holyhead, who have been wholly employed in the Post office Service, with the Salary and other Allowance of each Individual, and the Authority under which each Allowance has been made.

Number and Names of Persons employed on Shore on the Holyhead Packet Establishment.

Names.	Quality.	Time employed		When discharged.	Rate of Pay per Day.
		At Sea.	In the Yard.		
			Y. M.		Six Days. s. d.
Rowland Roberts	Storekeeper		14 6	Dismissed 25 Jan. 1836.	
Robert Roberts	Storekeeper's Clerk		5 0		3 0
John Johnstone	Resident Engineer	4 years	11 0	Dismissed 25 Jan. 1836.	
William Stewart	Do.		0 1½		
George Greenough	Engineer		5 0		7 0
William Robertson	Do.		5 0		5 0
David M'Lollan	Do.		4 6		5 0
Samuel Wilkes	Do.		5 0		5 0
Joseph Greene	Do.		5 0		4 6
Hugh Jones	Do.		5 0		3 6
Henry Thompson	Do.		4 9		3 0
John Hughes	Labourer	6½ years	2 4		2 0
William Hughes	Do.		5 0		2 0
Robert Evans	Do.		5 0		2 0
Hugh Douglas	Smith		5 0		5 10
James Douglas	Do.		5 0		4 0
Hugh Williams	Do.		5 0		3 6
Lewis Jones	Do.		5 0		2 6
John Jones	Do.		5 0		2 6
Thomas Williams	Do.		5 0		2 6
Hugh Roberts	Do.		5 0		2 6
Robert Williams	Do.		5 0		2 6
Owen Jones	Do.		5 0		2 6
William Hughes	Labourer		5 0		2 0
William Woodhouse	Boiler-maker		5 0		6 0
Benjamin Stevens	Do.		5 0		5 0
William Jones	Do.		5 0		4 6
Robert Parry	Do.		5 0		4 6
William Doogan	Do.		5 0		4 6
David Morrison	Do.		5 0		4 6
Daniel Meredith	Do.		5 0		4 6
Samuel Hadley	Do.		5 0		4 6
Thomas Woodhouse	Do.		0 10		4 6
George Porter	Do.		5 0		4 6
George Williams	Do.		5 0		4 6
John Bembroke	Do.		5 0		4 6
John Morris	Smith		5 0		2 6
William Owen	Do.		5 0		2 6
Robert Jones	Do.		5 0		2 6
Hugh Jones	Do.		5 0		2 6
Jonathan Burnell	Do.		5 0		2 6
Owen Hughes	Do.		5 0		2 6
David Hughes	Do.		5 0		2 6
Richard Hughes	Do.		5 0		3 0
Robert Williams	Labourer		5 0		2 0
William Williams (1)	Do.		5 0		2 0
William Williams (2)	Do.		4 6		2 0
Richard Humphreys	Do.		5 0		2 0
William Jones	Do.		4 2		2 0
John Hughes	Do.		3 0		2 0
Robert Roberts	Do.		5 0		2 0
William Lloyd	Do.		2 0		2 0
William Williams	Foreman of Joiners		5 0		3 4
Thomas Williams	Joiner		5 0		2 6
William Owen	Do.		5 0		2 6
John Jones	Do.		5 0		2 6
Evan Evans	Do.		5 0		2 6
John Griffiths	Block-maker		4 6		3 0
Owen Hughes	Do.		1 0		1 0
Jared Nicholson	Gatekeeper		2 2		2 6
Richard Parry	Yeoman		5 0		3 6
Richard Morris	Boatswain		4 0		2 3
Lewis Hughes	Labourer		5 0		2 6
Richard Rowlands	Do.		2 8		2 2
Hugh Hughes	Do.		5 0		2 0

The Salary of the Agent is £380 per Annum, with an Allowance of £110 per Annum to find a Clerk, and Rent for an Office, with £10 for Stationery.

The whole of the foregoing Allowances are made under the Authority of the General Post-office.

THOMAS BEVIS, Agent.

No. 3.

Prime Cost and Outfit of Vessels employed on the Holyhead Station.

No. 3.

A RETURN of the Prime Cost and Outfit of the Vessels employed by the Post-office on the Holyhead Station.

Names of Vessels.	Amount.		
	£.	*s.*	*d.*
Cinderella	10,614	11	2
Dragon	10,601	15	7
Escape	12,135	14	10
Gulnare	14,126	16	1
Harlequin	10,428	10	8
Sovereign	10,460	15	8
Wizard	12,170	7	8
	80,538	11	8

No. 4.

Receipts and Expenditure of the Holyhead Station from 1821 to 1831.

No. 4.

AN ACCOUNT of the Receipts and Expenditure of the Holyhead Station during the Years 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, and 1831.

Years.	Receipts.			Expenditure.			Gain.			Loss.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
1821	12,998	16	7	6,985	16	2	6,013	0	5	.	.	
1822	16,429	17	5	13,798	18	8	2,630	18	9	.	.	
1823	17,891	10	11	12,897	9	2	4,994	1	9	.	.	
1824	18,569	5	1	12,057	14	1	6,511	11	0	.	.	
825	18,637	18	6	11,395	8	6	7,242	10	0	.	.	
1826	15,077	5	4	12,358	17	0	2,718	8	4	.	.	
1827	13,306	13	5	21,942	18	3	.	.		8,636	4	10
1828	12,538	10	1	21,098	14	8	.	.		8,560	4	7
1829	12,050	10	7	21,580	11	11	.	.		9,530	1	4
1830	11,565	5	6	27,938	3	2	.	.		16,732	17	8
1831	10,003	17	2	28,137	2	6	.	.		18,133	5	4
Total .	159,069	10	7	190,191	14	1	30,110	10	3	61,232	13	9

No. 5.

Receipts and Expenditure of the Holyhead Station from 1832 to 1835.

No. 5.

AN ACCOUNT of the Receipts and Expenditure of the Holyhead Station during the Years 1832, 1833, 1834, and 1835.

Years.	Receipts.			Expenditure.			Loss.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
1832	9,774	9	7	25,572	15	9	15,798	6	2
1833	10,181	16	10	24,124	19	7	13,943	2	9
1834	9,521	14	9	22,775	19	3	13,254	4	6
1835	9,105	5	3	24,616	2	3	15,510	17	0
Total .	38,583	6	5	97,089	16	10	58,506	10	5

No. 6.

Vessels on the Holyhead Station not now employed in the Conveyance of the Mails.

No. 6.

A RETURN of all Vessels attached to the Holyhead Station, and not now employed in the Conveyance of the Mails between Kingstown and Holyhead, specifying the Service in which each Vessel has been employed, from the 5th January 1831 up to 1st February 1836.

"IRIS" CUTTER.

From 5th January 1831 up to 1st February 1836. Service performed—None.

THOMAS BEVIS, Agent.

"ROYAL SOVEREIGN" STEAMER.

In 1835 the "Royal Sovereign" was despatched from Holyhead to Milford to convey Mails between that place and Dunmore, in room of His Majesty's Packets "Vixen" and "Aladdin" when undergoing repair at Holyhead; also assisted in towing into this harbour a ship in distress.

THOMAS BEVIS, Agent.

A RETURN of the Expenditure of all Vessels on the Holyhead Station, exclusive of the Six Steamers employed for the regular Conveyance of the Mails, from 5th January 1831, up to 1st February 1836, given in detail for each Year.

Names of Vessels.	Years.	Pay to Officers and Seamen, including all Emoluments and Allowances, with the Nature and Value of such Allowance.	Wear, Tear, and Repairs of Vessels.	Value of Stores supplied.	Sundries, or other Expenses incurred.	Total Amount for each Vessel in each Year.	Observations.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
"Countess of Liverpool" Cutter	1831	492 9 1½	92 15 4	10 11 6½	82 0 11½	678 6 11½	The officers and crews of this vessel are paid at the rate of 5*s.* per ton for coals delivered in Kingstown, and 3*s.* 3*d.* per ton at Holyhead, which amount is divided into proportionate shares amongst them.
	1832	544 12 6	66 17 2½	10 12 8	74 12 7	697 14 11½	
	1833	534 18 4	83 18 0¼	11 19 4½	77 11 3	708 6 11¾	
	1834	360 9 7	137 0 7¼	17 14 9¼	51 10 2½	566 15 2	
	1835	433 17 10½	126 14 10¾	13 10 8¼	58 15 2½	632 18 8	
	1836	. .	0 9 0	0 17 8	5 17 5½	7 4 1½	
"Duke of Montrose" Collier.	1831	390 8 1	66 11 8½	12 18 10¼	73 0 7	542 19 2¾	The officers and crews of this vessel are paid at the rate of 5*s.* per ton for coals delivered in Kingstown, and 3*s.* 3*d.* per ton at Holyhead, which amount is divided into proportionate shares amongst them.
	1832	392 4 6	66 9 1	10 19 6¾	68 2 0	537 15 1¾	
	1833	466 7 6	111 17 9¾	15 12 6	74 5 10	668 3 7¼	
	1834	364 0 4½	85 2 4	12 16 2	64 19 6	526 18 4½	
	1835	363 0 4½	101 12 11¼	11 17 4¾	55 16 6	532 7 2½	
	1836	. .	3 1 4½	0 10 2	2 13 2	6 4 8½	
"Pelham" Collier	1831	383 5 7	138 4 2¼	11 5 8½	70 14 1	603 9 6¾	The officers and crews of this vessel are paid at the rate of 5*s.* per ton for coals delivered at Kingstown, and 3*s.* 3*d.* per ton at Holyhead, which amount is divided into proportionate shares amongst them. In 1835 the "Pelham" underwent an extensive repair.
	1832	411 2 10½	63 0 1¾	10 16 3	68 19 6	553 18 9¼	
	1833	430 2 11½	116 16 10¾	19 3 2¼	72 0 8	638 2 8½	
	1834	347 9 3	91 5 11¼	13 4 6½	61 6 7	513 6 3¾	
	1835	342 0 5½	389 1 8¾	10 14 0	50 4 11	792 1 1¼	
	1836	. .	56 17 0½	0 14 0	2 13 2	60 4 2½	
"Prince of Orange" Collier.	1833	320 12 0	310 9 5¾	15 18 11¼	42 11 1¼	689 11 6¼	The officers and crew of this vessel are paid at the rate of 5*s.* per ton for coals delivered at Kingstown, and 3*s.* 3*d.* per ton at Holyhead, which amount is divided into proportionate shares amongst them. In 1833 "the Prince of Orange" was extensively altered and repaired.
	1834	325 9 8½	58 15 5½	9 13 2¼	59 2 5½	453 0 9¾	
	1835	308 18 2½	80 1 1¾	8 2 3¼	50 5 9¾	447 7 5¼	
	1836	. .	2 10 4¼	0 17 7	2 7 10¾	5 15 10	
"Iris" Cutter	1831	230 2 0	24 19 7¾	6 17 4¼	2 12 5	264 11 5	The crew of this vessel act as labourers in the coal-yard, filling coals for the steam-packets.
	1832	230 2 0	3 2 7	9 1 1	3 4 7	245 10 3	
	1833	230 2 0	0 10 10¼	5 19 3	. .	236 12 1¼	
	1834	230 2 0	32 8 0½	6 15 6¼	3 0 0	272 5 6¾	
	1835	230 2 0	4 16 2¼	6 2 3¾	. .	241 0 6	
	1836	17 14 0	. .	.	. .	17 14 0	

Thomas Bevis, Agent.

"Royal Sovereign" Steam-Packet.

Years.	Pay to Seamen, including Provisions.	Wear, Tear, and Repairs of Vessel.	Stores supplied for use of Vessel.	Wear, Tear, and Repairs of Machinery.	Stores supplied for Engine-room.	Coals.	Price per Ton.	Value.	Sundries.	Total Amount for each Year.	Observations.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.	
1834	52 19 0	177 4 10	3 9 10¼	733 14 10¾	10 9 1	17 26	14 6	12 19 11	90 16 6	1,081 14 1	In 1834 the "Royal Sovereign" was supplied with a new boiler, and had her engines and hull repaired.
1835	88 3 7½	45 5 2	3 15 2	18 5 1½	11 3 6½	26 0	..	18 17 0	53 15 7	239 15 2½	
1836	9 6 0	..	..	..	..	..	..	..	..	9 6 0	

Thomas Bevis, Agent.

A RETURN of any Service performed by the "Iris" Post-office Cutter for the last Ten Years, showing the Number of times she has been out of Harbour, for what purpose, and under whose Orders.

1825 Nov. 14. Despatched to Milford with Seamen to replace refractory Seamen of Steam-Packets.
1826 Jan. 6. Despatched with Mail to Houth.
,, Oct. 4. Sent to Weymouth to perform duty instead of the "Francis Freeling" Packet, lost.
1827 — Remained at Weymouth until the middle of June on the above duty, when the Vessel returned to Holyhead.
,, October Sent to Houth to be in reserve for the occasional conveyance of Mails, &c.
1828 April Returned to Holyhead after the performance of that duty for six months.
,, Oct. Sent to Houth for the same purpose.
1829 April Returned to Holyhead, having been occasionally employed in the conveyance of Mails.
,, July Sent to Portpatrick with the Agent on duty.
,, August ,, ,, Assistant Secretary on duty.

It is also the duty of the crew of the vessel to fill the coals for the steamers.

Thomas Bevis, Agent.

No. 8.

A RETURN of the Expense of the Colliers at Holyhead, for the Years 1831, 1832, 1833, 1834, and 1835.

			£.	s.	d.
The expense of the Colliers at Holyhead for the year		1831 was	1,824	15	9
,,	,,	1832 ,,	1,789	8	10½
,,	,,	1833 ,,	2,704	4	9¾
,,	,,	1834 ,,	2,060	0	8
,,	,,	1835 ,,	2,484	3	3½
Total expense . . .			£10,862	13	4¾

In the years 1831 and 1832 there were only three colliers employed, but in 1833 another was added.

No. 9.

A RETURN showing the Draft of Water in each of His Majesty's Post-office Steam-Packets engaged on the Holyhead Station, with their full Complement of Fuel, &c., on Board; also their Length, Breadth, Depth, Tonnage, and Power; Diameter of Cylinders and Air-Pumps, with Lengths of the Stroke of each; Surface of Boiler exposed to Fire; Cubic Contents of Boilers; Pressure on Safety Valves; Alteration in Slides in consequence of using very high elastic Steam; Diameter of Wheels; Number of Floats, and Size; Inclination of Paddle Arms to Centre of Shaft; greatest Number of Revolutions of the Wheel per Minute when loaded; Proportion of the Wheel immersed when loaded.

Names of Packets.	Draft of Water.	Length.	Breadth.	Depth.	Tonnage.	Power.		Diameter of Cylinders	Length of Stroke.	Diameter of Air Pumps.	Length of Stroke.	Surface of Boiler exposed to Fire.	Cubic Contents of Boiler.	Pressure on Safety Valves.	Alteration in Slides in consequence of using very high elastic Steam.	Diameter of Wheels.	Number of Floats, and Size.	Inclination of Paddle Arms to Centre of Shaft.	Greatest Number of Revolutions of the Wheel per Minute when loaded.	Proportion of the Wheel immersed when loaded.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Tons.	No.	H. P.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	lbs. oz.		Ft. In.	No.		No.	Ft. In.
Dragon . . .	8 10	120 0	20 9½	12 4½	237	Two Engines, 50-Horse Power each.	100	3 3½	3 6	1 6¾	1 9	1,306 8	1,182 6	6 11	None.	14 6	14 { 7 ft. long by 1 ft. 9 in. broad. }	Parallel.	29	2 4
Gulnare . . .	9 6	120 0	23 3	13 0	300		100	3 $3\frac{7}{16}$	3 6	1 9	1 9	1,058 0	1,048 0	3 9	,,	15 0	12 { 7 ft. long by 1 ft. 9 in. broad. }	,,	28	2 4
Escape . . .	8 9	119 9	20 9	12 7	237		100	3 3½	3 6	1 $6\frac{7}{16}$	1 9	1,306 0	1,116 0	4 6	,,	14 9	14 { 7 ft. long by 1 ft. 10 in. broad. }	,,	30	2 4
Wizard . . .	9 3	119 5	20 9	12 7	237		100	3 $3\frac{7}{16}$	3 6	1 7	1 9	1,316 0	1,117 6	5 0	,,	14 6	14 { 6 ft. 11 in. long by 1 ft. 10 in. broad. }	,,	29	2 4
Harlequin . .	9 3	119 2	19 8	12 6	234		100	3 $3\frac{3}{8}$	3 6	1 6½	1 9	1,213 0	1,197 0	5 8	,,	14 6	14 { 7 ft. long by 1 ft. 9 in. broad. }	,,	30	2 4
Cinderella . .	9 4	119 6	19 8	12 6	234		100	3 3	3 6	1 $6\frac{3}{8}$	1 9	1,242 0	1,303 0	5 4	,,	14 6	14 { 7 ft. long by 1 ft. 9½ in. broad. }	,,	30	2 6

February 1836.

THOMAS BEVIS, Agent.

No. 10.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed by His Majesty's Steam-Packets between Holyhead and Dublin in each of the last Four Years.

Years.	Number of Passengers.	Carriages.	Horses.	Dogs.	Parcels.	Bullion.
1832	8,491	580	223	167	11,881	None.
1833	9,271	526	212	146	11,716	£20,000
1834	12,091	575	177	189	12,357	20,000
1835	11,331	563	214	270	13,878	None.
Total .	41,184	2,244	826	772	49,832	40,000

THOMAS BEVIS, Agent.

No. 11.

Number of Passengers, &c., and Quantity of Coals consumed on the Holyhead Station.

No. 11.

A RETURN of the Number of Passengers, &c., who have been conveyed between Dublin and Holyhead, by the Post-office Steam-Packets in each Year, from the 10th October 1832, to 10th October 1835.

Period.	Cabin Passengers.	Servants and Children.	Deck Passengers.	Four-wheeled Carriages.	Two-wheeled Carriages.	Horses.
From 10 Oct. 1832, to 10 Oct. 1833	6,835	1,026	1,328	497	33	215
,, 1833 ,, 1834	8,237	1,656	1,671	526	32	175
,, 1834 ,, 1835	8,204	1,813	1,514	533	34	213

NORRIS M. GODDARD,
Agent.

A RETURN of the Number of Tons of Coal that have been consumed by each Steam-Packet on the Holyhead Station during each Year, from the 10th October 1832, to 10th October 1835; showing at the same time the Number of Hours each Vessel has had her Steam up during that Period.

Vessels' Names.	Year ending 10th Oct. 1833.				Year ending 10th Oct. 1834.				Year ending 10th Oct. 1835.			
	Coal Consumed.		Time Steam up.		Coal Consumed.		Time Steam up.		Coal Consumed.		Time Steam up.	
	Tons.	Bush.	Hrs.	Min.	Tons.	Bush.	Hrs.	Min.	Tons.	Bush.	Hrs.	Min.
Dragon . .	1,308	11	1,882	40	1,348	8	1,931	48	1,420	10	2,115	7
Aladdin . .	1,400	8	1,838	53	{ to 1st May 1834.				..	..	..	..
					848	21	1,160	27				
Escape . .	1,483	8	1,998	3	1,454	10	2,090	8	1,433	26	2,210	20
Wizard . .	1,514	13	2,057	47	1,467	18	2,149	35	1,437	10	2,199	34
Cinderella .	1,554	6	1,997	41	1,547	7	2,187	44	1,522	7	2,202	41
Harlequin .	1,572	3	2,192	9	1,405	12	2,047	7	1,347	16	2,074	9
Gulnare . .	..	..	..	..	{ from 20th April 1834.				1,262	0	2,189	43
					540	0	892	51				

NORRIS M. GODDARD,
Agent.

No. 12.

Table of Fares for Passengers, &c.

No. 12.

A TABLE of the Fares now charged for the Conveyance of Passengers, Horses, Carriages, &c. &c., by His Majesty's Steam-Packets on the Holyhead Station.

	£.	s.	d.
Cabin passengers . . . . . each	0	15	0
Children under 10 years of age, and servants . . . ,,	0	7	6
Four-wheeled carriages . . . . . ,,	1	15	0
Shipping four-wheeled carriages . . . . . ,,	0	5	0
Two-wheeled carriages . . . . . ,,	0	17	6
Shipping two-wheeled carriages . . . . . ,,	0	2	6
Horses . . . . . ,,	0	15	0
Shipping horses . . . . . ,,	0	2	6
Servants out of place, working mechanics, and labourers ,,	0	5	0
Dogs . . . . . ,,	0	2	6
Parcels, if under 24 lbs. weight . . . . . ,,	0	1	0
Parcels, if above 24 lbs. weight, per lb. . . . . ,,	0	0	0½
Parcels in bullion . . . . . per £1,000	1	1	0

N.B. No charge made for Infants in arms.

March 1836.

THOMAS BEVIS,
Agent.

No. 13.

Passage Money received on the Holyhead Station in 1831—1834.

No. 13.

A RETURN showing the Amount of Passage Money received, severally, on board the under-named Steam-Packets on the Holyhead Station, in the Years 1831, 1832, 1833, and 1834, respectively.

Years.	Escape.			Wizard.			Dragon.			Harlequin.			Aladdin.			Cinderella.			Gulnare.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1831	1,610	13	6	1,528	17	6	1,645	18	0	1,473	5	6	1,658	11	0	1,473	0	6	..		
1832	1,523	9	0	1,302	5	6	1,550	3	6	1,735	10	6	1,619	18	3	1,395	0	0	..		
1833	1,611	2	0	1,499	14	6	1,804	1	6	1,636	13	0	1,200	13	0	1,784	7	0	..		
1834	1,638	18	6	1,482	14	6	1,516	15	6	1,261	0	0	291	17	6	1,505	14	3	1,132	0	6

NORRIS M. GODDARD,
Agent.

No. 14.

No. 14.

Receipts for Freight of Parcels in 1831—1834.

A RETURN showing the Net Receipts for Freight of Parcels (under "Manifest") on board His Majesty's Packet-Boats on the Holyhead Station in the Years 1831, 1832, 1833, and 1834, respectively.

Years.	Net Receipts. £.	s.	d.
1831	612	1	0
1832	645	15	10
1833	643	11	10
1834	682	11	0

NORRIS M. GODDARD, Agent.

No. 15.

No. 15.

Number and Names of Packet Wherrymen, &c.

A RETURN showing the Names of the Packet Wherrymen, the precise Nature of their Employment, their Amount of Pay, and other Emoluments received by each in each Year, from the 5th January 1831, to 5th January 1835.

5th January 1831 to 5th January 1832. Names.	Amount of Pay per Annum. £.	s.	d.	5th January 1832 to 5th January 1833. Names.	Amount of Pay per Annum. £.	s.	d.
Owen Hughes	54	12	0	Owen Hughes	54	12	0
James Watkins	52	0	0	James Watkins	52	0	0
Owen Prichard	52	0	0	Owen Prichard	52	0	0
John Owen	52	0	0	John Owen	52	0	0
David Jenkins	52	0	0	David Jenkins	52	0	0
David Hughes	52	0	0	David Hughes	52	0	0
William Hughes	52	0	0	William Hughes, up to 8th November 1833, 44 weeks	44	0	0

5th January 1833 to 5th January 1834. Names.	Amount of Pay per Annum. £.	s.	d.	5th January 1834 to 5th January 1835. Names.	Amount of Pay per Annum. £.	s.	d.
Owen Hughes	54	12	0	Owen Hughes	54	12	0
James Watkins	52	0	0	James Watkins	52	0	0
Owen Prichard	52	0	0	Owen Prichard	52	0	0
John Owen	52	0	0	John Owen	52	0	0
David Jenkins	52	0	0	David Jenkins	52	0	0
David Hughes	52	0	0	David Hughes	52	0	0

OBSERVATIONS.

It is the particular duty of four of these men to attend the sailing and arrival of the packets night and day; to water the packets, which they have to convey from the town to the pier. By day, one of them attends the agent's-office as a messenger. The remaining two, who are old and infirm men, have been employed constantly at the Post-office to receive and despatch the mails. The four former have also the slinging of horses and carriages, and to see them landed in safety. Their duties are constant and arduous, as, by a late regulation made by the agent, they have to assist in mooring the packets in bad weather.

THOMAS BEVIS, Agent.

No. 16.

No. 16.

Days on which the Packets did not arrive in time for the London Mail in the Years 1831—1835.

A RETURN of the Number of Days respectively in the Years 1831, 1832, 1833, and 1834, on which the Steam-Packets with the London Mail from Ireland did not reach Holyhead previous to the departure of the London Mail-Coach.

In 1831	Twenty-five days.
1832	Fourteen days.
1833	Twenty-nine days.
1834	Twenty days.
1835	Twenty-two days.

Agent's-Office, Holyhead, December 1835.

NORRIS M. GODDARD, Agent.

No. 17.

No. 17. Return of the Arrival of Packets from Kingstown too late for Despatch from Holyhead by the Morning Mail since the present Hour was fixed for Despatch of Packets from Kingstown.

A RETURN of the Arrival of Packets from Kingstown too late for the Despatch from Holyhead by the Morning Mail for London, since the present Hour was fixed for the Despatch of Packets from Kingstown.

Date.	Packets.	Hour of Despatch from Kingstown.	Hour of Arrival at Holyhead.	Date.	Packets.	Hour of Despatch from Kingstown.	Hour of Arrival at Holyhead.
1834.		h. m.	h. m.	1835		h. m.	h. m.
April 9.	Wizard .	7 17 P. M.	5 25 A. M.	Jan. 20.	Escape .	7 30 P. M.	5 35 A. M.
10.	Escape .	7 19 „	5 39 „	Feb. 24.	Cinderella .	9 10 A. M.	3 30 P. M.
11.	Cinderella .	7 15 „	4 39 „	March 20.	Harlequin .	7 20 P. M.	8 35 A. M.
28.	Harlequin .	7 5 „	9 6 „	24.	Gulnare .	7 19 „	4 47 „
29.	Cinderella .	7 10 „	8 25 „	April 1.	Harlequin .	7 15 „	3 55 „
30.	Gulnare .	7 23 „	5 24 „	5.	Cinderella .	7 20 „	6 5 „
May 25.	Wizard .	7 10 „	4 45 „	30.	Dragon .	7 10 „	5 35 „
26.	Escape .	7 3 „	3 58 „	May 1.	Gulnare .	7 7 „	5 48 „
Nov. 7.	Harlequin .	7 20 „	4 57 „	8.	Wizard .	7 8 „	4 4 „
10.	Harlequin .	7 3 „	7 53 „	14.	Escape .	7 10 „	8 40 „
11.	Cinderella .	7 23 „	5 4 „	15.	Dragon .	7 10 „	7 23 „
21.	Wizard .	7 20 „	9 4 „	17.	Cinderella .	7 10 „	5 43 „
23.	Cinderella .	7 15 „	6 40 „	18.	Wizard .	7 12 „	3 51 „
Dec. 1.	Harlequin .	7 10 „	4 12 „	Sept. 12.	Harlequin .	11 40 „	6 45 „
18.	Gulnare .	7 10 „	5 25 „	Nov. 4.	Dragon .	7 10 „	7 55 „
28.	Harlequin .	7 27 „	4 34 „	5.	Cinderella .	7 9 „	4 25 „
29.	Cinderella .	7 9 „	4 12 „	10.	Dragon .	7 10 „	4 37 „
1835.				24.	Harlequin .	7 6 „	5 0 „
Jan. 1.	Cinderella .	7 25 „	5 47 „	25.	Dragon .	0 40 A. M.	7 35 „
19.	Cinderella .	7 20 „	4 26 „	27.	Harlequin .	7 10 P. M.	6 10 „

No. 18. Return of all Expenses incurred for the Repair of Post-office Packets at Holyhead not belonging to that Station, from 5th January 1831 to 5th January 1835.

No. 18.

A RETURN giving an Account of all Expenses incurred for the Repairs of Post-office Packets at Holyhead not belonging to that Station, from 5th January 1831 to 5th January 1835; showing, separately, the Sum expended in the Repairs of the Vessel, Repairs of Machinery, Value of Stores supplied with any other Expenditure, the total Expense incurred at Holyhead during the Period, and also the total Expense incurred against each Station.

WEYMOUTH STATION.

Packets.	Years.	Wear, Tear, and Repairs of Vessels.	Stores supplied for use of Vessels.	Wear, Tear, and Repairs of Machinery.	Stores supplied for use of Engine-room.	Coals.	Price per Ton.	Value.	Sundries.	Amount for each Year.	Total.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Ivanhoe	1831	611 4 6¾	17 8 8	329 14 9	37 14 0	32 25	14 6	23 16 9	32 4 7½	1,052 3 4¼	2,381 2 2
	1833	223 9 6	10 13 7	1,026 12 3	16 4 5	28 23	,,	20 17 11	31 1 2	1,328 18 10½	
Watersprite	1834	334 3 0	8 4 7½	1,239 4 0	22 14 4	27 1	,,	19 12 0½	26 17 3	1,650 15 3	1,650 15 3
										Total Amount against Station . . .	4,031 17 5

In 1831 the "Ivanhoe's" hull and engines underwent considerable repair; in 1833 her hull and engines were overhauled and repaired, and she was also supplied with new boilers.
In 1834 "Watersprite" supplied with new boilers and paddle wheels; hull and engines also repaired.

MILFORD STATION.

Packets.	Years.	Wear, Tear, and Repairs of Vessels.	Stores supplied for use of Vessesl.	Wear, Tear, and Repairs of Machinery.	Stores supplied for use of Engine-room.	Coals.	Price per Ton.	Value.	Sundries.	Amount for each Year.	Total.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Crocodile	1832	440 18 10½	20 9 10	1,485 3 1½	5 14 4	27 15	14 6	19 19 3½	23 10 6	1,995 15 5½	1,995 15 5½
Vixen	1831	314 16 1¾	11 18 0	1,093 10 5	25 6 6	33 5	,,	24 1 0½	26 3 4	1,495 15 5¼	1,495 15 5¼
Sibyl	1831	188 15 7	12 12 5	1,249 2 6½	9 11 1	18 11	,,	13 6 9½	11 16 4	1,435 4 9	3,316 4 0½
	1833	299 12 2	24 9 10¼	1,432 14 7½	29 1 6¼	24 18	,,	17 17 5½	27 3 8	1,880 19 3½	
Royal Sovereign	1831	277 13 8¾	27 3 1	13 6 1¼	1,338 7 9	23 10	,,	16 8 8½	42 15 10	1,716 5 2½	2,957 19 4½
	1833	131 9 11½	15 9 6	6 6 1½	1,037 14 8¼	33 14	,,	24 5 9	26 8 2	1,241 14 2½	
										Total Amount against Station . . .	9,765 14 4

"Crocodile" supplied with new boilers and paddle wheels; also considerable repairs done to engines and hull.
"Vixen" supplied with new boilers; hull and engines received considerable repair.
1831 "Sibyl" supplied with new boilers, and otherwise considerably repaired; 1833 supplied with new boilers, and underwent considerable repairs in hull and engines.
1831 "Royal Sovereign" supplied with new boilers and paddle wheels; hull and engines considerably repaired: 1833 supplied with new boilers, hull and engines overhauled, and the deficiencies repaired. The "Royal Sovereign" remained attached to the station till August 1834.

249

A RETURN giving an Account of all Expenses incurred for the Repair of Post-office Packets at Holyhead, not belonging to that Station, from 5th January 1831 to 5th January 1835, &c.—(*continued*).

LIVERPOOL STATION.

Packets.	Years.	Wear, Tear, and Repairs of Vessel.	Stores supplied for Use of Vessel.	Wear, Tear, and Repairs of Machinery.	Stores supplied for Use of Engine-room.	Coals.	Price per Ton.	Value.	Sundries.	Amount for each Year.	Total.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Thetis	1833	1,084 16 6	38 10 7¾	1,503 13 7½	36 9 4½	50 26	14 6	36 18 5	..	2,700 8 6¾	2,979 3 4¼
	1834	10 6 10	6 10 10¾	184 13 6½	13 13 6¼	9 0	,,	6 10 6	56 19 6	278 14 9½	
Etna	1834	217 3 3	16 10 11	1,466 2 7¼	17 3 9	37 25	,,	27 9 5½	25 11 0	1,770 0 11¾	1,770 0 11¾
									Total Amount against Station . . .		4,749 4 4

In 1833 the boilers were taken out, the "Thetis" completely repaired and re-shipped; engines and hull underwent very extensive repairs.
"Etna" supplied with new boilers and engines, and hull overhauled and repaired.

PORTPATRICK STATION.

Packets.	Years.	Wear, Tear, and Repairs of Vessel.	Stores supplied for Use of Vessel.	Wear, Tear, and Repairs of Machinery.	Stores supplied for Use of Engine-room.	Coals.	Price per Ton.	Value.	Sundries.	Amount for each Year.	Total.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Arrow	1831	72 7 0½	0 16 7	82 5 7¾	6 7 10½	2 20	14 6	1 19 4	30 3 2	193 19 7¾	296 17 11¼
	1833	9 9 8¾	1 1 9	81 13 1	4 8 6¾	4 8	,,	4 3 11	2 1 3	102 18 3½	
Fury	1831	8 1 0½	1 7 2¾	22 12 10	6 17 4¾	18 24	,,	13 13 5	0 13 7	53 16 0	2,176 19 6
	1832	243 4 6½	22 17 10¾	765 17 2¾	13 12 8¾	16 3	,,	11 13 7½	22 18 0	1,080 4 0¼	
	1833	137 10 9	7 4 4½	846 12 10½	23 16 3¼	24 4	,,	16 18 1½	10 17 2	1,042 19 5¾	
Spitfire	1833	1 6 9½	1 2 10	26 18 1½	1 13 1	5 8	,,	3 16 8	0 4 6	35 2 0	1,154 14 1
	1834	105 11 8¾	5 4 6	968 9 9¼	13 5 1½	19 12	,,	14 1 8	12 19 3½	1,119 12 1	
									Total Amount against Station . . .		3,628 11 6¼

The "Arrow" underwent partial repairs
1832 the "Fury" supplied with new boilers and paddle wheels, engines and hull repaired. 1833 supplied with new cylinders of greater diameter, engines extensively repaired, hull also overhauled and repaired.
1834 the "Spitfire" supplied with new boilers, hull and engines received considerable repairs.

ABSTRACT.

Years.	Stations.	Amount against each Station.	Total Amount.
		£. s. d.	£. s. d.
5th January 1831 ,, 1835	Weymouth . . .	4,031 17 5¾	22,175 7 8
	Milford	9,765 14 4	
	Liverpool . . .	4,749 4 4	
	Portpatrick . . .	3,628 11 6¼	

In all the foregoing accounts the wages paid to the artificers are included.

THOMAS BEVIS, Agent.

No. 19.

A RETURN of the Expenses incurred at Holyhead in Repairing the "Vixen," distinguishing the Repairs of the Vessel from those of the Engines and Boilers, during the whole period she has been in the Post-office Service.

Years.	Tear, Wear, and Repairs of Vessel.	Stores supplied for Use of Vessel.	Wear, Tear, and Repairs of Machinery.	Stores supplied for Use of Engine-room.	Sundries.	Coals.	Price per Ton.	Value.	Amount for each Year.	Total Amount.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	T. B.	s. d.	£. s. d.	£. s. d.	£. s. d.
1823	72 19 11	14 2 4½	23 9 5	75 19 4½	1 15 0¼	840 12	16 0	672 6 10½	860 12 11½	5,111 11 6¾
1824	87 7 1½	7 15 6	20 2 8½	32 8 0¾	2 4 5	435 10	..	348 5 8¼	498 3 6	
1829	225 19 4¼	2 11 0½	463 11 11¼	19 1 4	2 7 5	17 18	15 0	13 4 7½	726 15 8½	
1831	314 16 1¾	11 18 0	1,093 10 5	25 6 6	26 3 4	33 5	..	24 1 0½	1,495 15 5¼	
1835	234 15 5¼	9 5 11	1,247 11 11	16 19 8¼	3 3 0	26 18	13 6	18 8 0	1,530 3 11½	

THOMAS BEVIS, Agent.

No. 19—(*continued*).

A RETURN giving the Names of all Vessels belonging to the Post-office Establishment which have been under Repair at Holyhead, from 5th January 1831 up to the present Time; the Number of Times in each Year, or during the last Five Years, each Vessel has been under Repair, with the Expense of the Repairs in each instance.

Names of Vessels.	Number of Times Repaired.	To what Station attached.	Repairs of Vessel.	Repairs of Machinery.	Total Amount against Holyhead Station.	Total Amount against Weymouth Station.	Total Amount against Milford Station.	Total Amount against Liverpool Station.	Total Amount against Portpatrick Station.
1831.			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Escape	1	Holyhead	295 14 3½	130 3 1½	425 17 5	. .	. .	. .	. .
Wizard	1	do.	353 18 4	221 8 0½	575 6 4½	. .	. .	. .	. .
Dragon	+	do.	165 5 6	123 0 0½	288 5 6½	. .	. .	. .	. .
Harlequin	1	do.	543 1 0	1,208 1 4	1,751 2 4	. .	. .	. .	. .
Cinderella	1	do.	416 10 6	164 10 11	581 1 5	. .	. .	. .	. .
Aladdin	1	do.	203 5 4½	128 0 3½	331 5 8	. .	. .	. .	. .
Ivanhoe	1	Weymouth	611 4 6¾	329 14 9	. .	940 19 3¾	. .	. .	. .
Vixen	1	Milford	314 16 1¾	1,093 10 5	. .	. .	1,407 6 6¾	. .	. .
Sibyl	1	do.	188 15 7	1,249 2 6½	. .	. .	1,437 18 1½	. .	. .
Royal Sovereign	1	do.	277 13 8¾	1,338 7 9	. .	. .	1,616 1 5¾	. .	. .
Arrow	1	Portpatrick	72 7 0½	82 5 7¾	. .	. .	. .	. .	154 12 8½
Fury	1	do.	8 1 0½	22 12 10	. .	. .	. .	. .	30 13 10½
					3,952 18 9	940 19 3¾	4,461 6 2	. .	185 6 6¾
1832.									
Escape	1	Holyhead	309 7 6½	1,422 0 8	1,731 8 2½	. .	. .	. .	. .
Wizard	1	do.	327 12 0	431 17 10	759 9 10	. .	. .	. .	. .
Dragon	1	do.	388 14 0½	607 9 0½	996 3 1	. .	. .	. .	. .
Harlequin	1	do.	202 0 7½	151 8 9	353 9 4½	. .	. .	. .	. .
Cinderella	1	do.	392 9 4	1,314 3 5	1,706 12 9	. .	. .	. .	. .
Aladdin	1	do.	199 17 11	1,087 10 1½	1,287 8 0½	. .	. .	. .	. .
Crocodile	1	Milford	440 18 10½	1,485 3 1½	. .	. .	1,926 2 0	. .	. .
Fury	1	Portpatrick	243 4 6½	765 17 2¾	. .	. .	. .	. .	1,009 1 9¼
					6,834 11 3½	. .	1,926 2 0	. .	1,009 1 9¼
1833.									
Escape	1	Holyhead	280 19 8	111 2 0	392 1 8	. .	. .	. .	. .
Wizard	1	do.	133 18 3½	907 11 6½	1,041 9 10	. .	. .	. .	. .
Dragon	+	do.	89 11 1½	68 8 7½	157 19 9	. .	. .	. .	. .
Harlequin	+	do.	133 7 10	44 17 5	178 5 3	. .	. .	. .	. .
Cinderella	+	do.	98 4 0	12 13 10	110 17 10	. .	. .	. .	. .
Aladdin	1	do.	396 9 9	361 8 1	757 17 10	. .	. .	. .	. .
Ivanhoe	1	Weymouth	223 9 6	1,026 12 3	. .	1,250 1 9	. .	. .	. .
Sibyl	1	Milford	299 12 2	1,132 14 7½	. .	. .	1,732 6 9½	. .	. .
Royal Sovereign	1	do.	131 9 11½	1,037 14 8¼	. .	. .	1,169 4 7¾	. .	. .
Thetis	1	Liverpool	1,084 16 6	1,503 13 7½	. .	. .	. .	2,588 10 1½	. .
Arrow	1	Portpatrick	9 9 8½	81 13 1	. .	. .	. .	. .	91 2 9¾
Fury	1	do.	137 10 9	846 12 10½	. .	. .	. .	. .	984 3 7½
Spitfire	1	do.	1 6 9½	26 18 1½	. .	. .	. .	. .	28 4 11
					2,638 12 2	1,250 1 9	2,901 11 5¼	2,588 10 1½	1,103 11 4¼
1834.									
Escape	+	Holyhead	81 4 1	47 8 10	128 12 11	. .	. .	. .	. .
Wizard	+	do.	97 10 2	36 16 0	134 6 2	. .	. .	. .	. .
Dragon	1	do.	172 13 3½	975 13 1	1,148 6 4½	. .	. .	. .	. .
Harlequin	1	do.	269 6 2½	35 8 1	304 14 3½	. .	. .	. .	. .
Cinderella	+	do.	137 5 8½	51 1 3	188 6 11½	. .	. .	. .	. .
Aladdin	1	do.	103 10 10½	46 18 7	150 9 5	. .	. .	. .	. .
Gulnare	1	do.	72 15 0	5 11 3	78 6 3	. .	. .	. .	. .
Sovereign	1	Unattached	177 4 10	733 14 10¾	910 19 8¾	. .	. .	. .	. .
Watersprite	1	Weymouth	334 3 0	1,239 4 0	. .	1,573 7 0	. .	. .	. .
Thetis	1	Liverpool	10 6 10	184 13 6½	. .	. .	. .	195 0 4½	. .
Etna	1	do.	217 3 3	1,466 2 7½	. .	. .	. .	1,683 5 10½	. .
Spitfire	1	Portpatrick	105 11 8¾	968 9 9½	. .	. .	. .	. .	1,074 1 6
					3,044 2 1¾	1,573 7 0	. .	1,878 6 2¾	1,074 1 6
1835.									
Escape	+	Holyhead	215 2 8¼	114 2 1¼	329 4 9½	. .	. .	. .	. .
Wizard	1	do.	233 7 7	157 9 0½	390 16 7½	. .	. .	. .	. .
Dragon	+	do.	160 4 6¾	89 19 0½	250 3 7¼	. .	. .	. .	. .
Harlequin	1	do.	476 13 2¼	932 3 9¾	1,408 17 0	. .	. .	. .	. .
Cinderella	1	do.	168 14 6¾	152 0 3	320 14 9¾	. .	. .	. .	. .
Gulnare	1	do.	153 17 2	131 10 11½	285 8 1½	. .	. .	. .	. .
Sovereign	1	Unattached	88 13 7½	18 5 1½	106 18 9	. .	. .	. .	. .
Aladdin	3	Milford	228 4 4½	1,164 15 11¼	. .	. .	1,393 0 3¾	. .	. .
Vixen	1	do.	234 15 5¼	1,247 11 11	. .	. .	1,482 7 4¼	. .	. .
Sibyl	1	do.	78 12 4	132 7 3¾	. .	. .	210 19 7¼	. .	. .
Flamer	1	Weymouth	315 17 5½	959 2 10½	. .	1,275 0 4	. .	. .	. .
Spitfire	2	Portpatrick	9 19 11¾	98 7 4¼	. .	. .	. .	. .	108 7 4
Fury	1	do.	139 18 7¼	156 3 1¾	. .	. .	. .	. .	296 1 9½
					3,092 3 8½	1,275 0 4	3,086 7 3½	. .	404 9 1½

N.B.—The Vessels marked + have received the amount of repairs respectively attached at different intervals, never detaining them from carrying their regular mails.

No. 19—(*continued*).

No. 19.

Names of Vessels, &c.

A RETURN giving the Names of all Vessels belonging to the Post-office Establishment which have been under Repair at Holyhead, from 5th January 1831 up to the present Time; the Number of Times in each Year, or during the last Five Years, each Vessel has been under Repair, with the Expense of the Repairs in each instance.

ABSTRACT.

Years.	Number of Vessels Repaired.	Amount against Holyhead Station.	Amount against Weymouth Station.	Amount against Milford Station.	Amount against Liverpool Station.	Amount against Portpatrick Station.	Total Amount for each Year.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1831	12	3,952 18 9	940 19 3¾	4,461 6 2	. .	185 6 6¾	9,540 10 9⅓
1832	8	6,834 11 3½	. .	1,926 2 0	. .	1,009 1 9¼	9,769 15 0¾
1833	13	2,638 12 2	1,250 1 9	2,901 11 5¼	2,588 10 1½	1,103 11 4¼	10,482 6 10
1834	12	3,044 2 1¾	1,573 7 0	. .	1,878 6 2¾	1,074 1 6	7,569 16 10½
1835	12	3,092 3 8½	1,275 0 4	3,086 7 3¼	. .	404 9 1½	7,858 0 5¼
Five Years	57	19,562 8 0¾	5,039 8 4¾	12,375 6 10½	4,466 16 4¼	3,776 10 3¾	45,220 10 0

The account charged against Holyhead includes the repairs of seven steamers.

THOMAS BEVIS, Agent.

No. 20.

No. 20.

Rates of Freightage of Stores from Liverpool.

Return of Freight charged on Stores from Liverpool to Holyhead, in Vessels belonging to the Resident Engineer.

	s.	d.
Iron, per ton	10	0
Copper, per cwt.	0	9
Brass, per cwt.	0	9
Tallow, per cwt.	0	9
Oil, per gallon	0	1½
Cordage, per cwt.	0	9
Pitch and rosin, per cask	2	0
Black and bright varnish, and tar	2	6
Large sizes, each		
Oakum, per cwt.	0	9
Stone from Runcorn	8	0

ROWLAND ROBERTS.

No. 21.

No. 21.

Tender made by Owners of Private Traders for Freightage of Stores.

SIR,—We would be willing to convey the Stores required for the Post-office Dockyard from Liverpool to Holyhead at the under-mentioned Prices:—

	s.	d.
Iron, per ton	6	0
Ropes, per ton	10	0
Tallow	10	0
Tar, per barrel	2	0
Copper	10	6
Oil, per gallon	0	4

(Signed) JOHN PRICE, Commander of the Industry.
WILLIAM PARRY, Commander of the Endeavour.

J. R. Gardiner, Esq.

No. 22.

No. 22.

Statement of Mr. Goddard, taken 17th Nov. 1835.

N. M. Goddard, Esq., Packet Agent.

Holyhead, Nov. 17, 1835.

It has been the practice on this station to obtain all supplies required for the maintenance and repairs of the packets from Liverpool, with the exception of ash, elm, and oak timber, which is generally brought from North Wales. The postmaster at Liverpool, under instructions communicated to Mr. Goddard by his predecessor in office, makes all the purchases and pays the bills, at the request of Mr. Goddard, quarterly, on having the bills of parcels transmitted to him with provision for the payment. The only articles which are brought from Liverpool without the intervention of the postmaster, are the materials required for building the boilers, or the repairs of the machinery.

The wages of the dock-yard establishment, and the crews of the packets, are paid weekly, the engineers monthly, and the commanders quarterly. Some small articles, not received from Liverpool, are paid when the bills are presented.

Upholstery, &c., is obtained occasionally in Holyhead upon the best terms the agent can obtain. The tradesman who supplied upholstery from February 1833, to April 1835, has not yet been paid his bill: the reason is, that he would not send in his bill after repeated applications.

No. 22.

Statement of Mr. Goddard, taken 17th Nov. 1835.

None of the stores for the use of the dock-yard or packets are contracted for. The Post-office never recommended to the agent that any means should be taken for obtaining the stores by contract. They desired, at one time, that Mr. Goddard should ascertain upon what terms coals would be supplied from Troon by contract. Upon receiving the order Mr. Goddard, as directed by the Post-office, made inquiry of two persons at Troon to know upon what terms they would be willing to contract, and Mr. Goddard found from the terms those individuals proposed, the present mode was more advantageous. The persons at Troon to whom this application was made, were the parties who had previously supplied the coals for the packets, and have continued to furnish them ever since.

There are only two collieries at Troon, and about three-fourths of the coals are obtained from the Kilmarnock colliery, the remainder from Gateshead colliery. The price paid at the pit's mouth for Kilmarnock coals is 9*s.* a waggon load, and for the Gateshead coals 8*s.* 6*d.*, also delivered on board. The reason for obtaining the larger supply from the Kilmarnock colliery is, because there are greater facilities for shipment there, the colliers having been occasionally obliged to wait a fortnight to obtain a cargo at Gateshead.

The Troon coals are decidedly superior to any other. The coals which have been occasionally supplied from Liverpool are very inferior to the Troon coals.

Mr. Goddard calculates that the value of the coals in store varies from 12*s.* to 13*s.* a ton. The agent has been in the habit of allowing private individuals to receive coals from the packet store; the price charged to private individuals is 16*s.* 6*d.* per ton of 32 bushels. The value of the coals in store is calculated at the rate of 28 bushels to a ton. When the price of coals was higher than it is now, in consequence of its being obtained from Glasgow, the agent fixed 16*s.* 6*d.* as a fair remunerating price to the Post-office for coals, which might be supplied to private individuals. There is no written authority from the Post-office, nor direct authority from the Postmaster-General, allowing private individuals to be supplied with stores from the dock-yard. Mr. Goddard considers he has an understanding with Mr. Freeling which justifies him in issuing these supplies, and is of opinion that the tacit consent of the Post-office may be sufficiently implied, inasmuch as all accounts of these sales of stores to individuals are sent up in the quarterly account.

Coals are occasionally supplied for Admiralty vessels, for which there is now a direct authority. They are charged 13*s.* 6*d.* per ton of 28 bushels, and private vessels are supplied at the same rate.

The resident engineer has no part of the stores under his control, with the exception of brass work, and what may be in the hands of the workmen. The boiler-plates may also be considered under his charge, and bar and rod iron, as he is allowed to draw these stores as he requires them, but a note of the weight is always taken by the yeoman of the stores.

When a mass of old stores accumulates in the yard they are sold by the agent; they are not offered to public competition, but application is made to the most respectable iron masters in Liverpool to ascertain what is a fair price to demand. The old iron deemed unserviceable, after examination by the resident engineer and boilermaker, with a view to select and retain what may be serviceable, is set apart for sale. All the old and broken iron is sent to Liverpool for sale in small coasting vessels. The freight per ton for carrying it to Liverpool is 4*s.*

The coasting vessels between Holyhead and Liverpool, which carry round the old iron and bring back the stores, are either wholly, or partly, the property of Mr. Johnstone, the resident engineer. Mr. Goddard employs them as being much more certain and expeditious in their passages; and when any piece of machinery is required from Liverpool for which there may be a pressing necessity at Holyhead, these vessels are always ready to start, either with a half cargo, or they will wait after they are laden until the stores are ready to be shipped, to the very great advantage of this station. When any part of the machinery is wanted expeditiously, and with greater certainty than by a sailing vessel, it would of course be sent *viâ* Kingstown, and brought thence in the Post-office packets; there is, in this case, no charge for freight.

The resident engineer is not in the habit of purchasing old stores, nor any other individual belonging to the establishment. The storekeeper keeps a book in which he enters the name of every individual to whom old stores are sold, and he charges that individual with the price. The storekeeper in every instance receives the money paid for stores sold on the premises.

(Signed) N. M. Goddard.

No. 23.

Statement of Mr. Goddard, taken 19th Nov. 1835.

No. 23.

N. M. Goddard, Esq., Agent.

Holyhead, Nov. 19th, 1835.

Has been 46 years in the service of the Post-office, and on the Holyhead station since the year 1799, having been postmaster and packet-agent for the last 14 years. Mr. Goddard commanded formerly a sailing vessel, but never commanded a steam-vessel. Besides the six steamers on the station for conveying the mails, Mr. Goddard has two vessels kept in ordinary, namely, the "Royal Sovereign," steamer, of 80-horse power, and the "Iris," sailing cutter.

The "Royal Sovereign" is occasionally employed on other stations when packets are under repair. The "Iris," has been at Holyhead since 1823, in ordinary: the "Iris" is about 79 tons. Neither the "Iris" nor the "Royal Sovereign" have ever been employed in bringing stores from Liverpool for the Holyhead station. The stores, when brought from Liverpool,

No. 23.
Statement of Mr. Goddard, taken 19th Nov. 1835.

are conveyed in small vessels of about 30 tons burden, belonging to Holyhead. Mr. Johnstone, the resident engineer, has a share in the vessels thus employed in conveying the stores to and from Liverpool.

The expense attending keeping the "Iris" at Holyhead, since 1823, has been £2,984; her crew consists of a mate in charge, and four men. The crew are always employed to supply coal to the packets, unless when obliged to remove on board for the security of the vessel, when labourers are hired to supply their place.

There are three men attached to the "Royal Sovereign." Mr. Goddard has also a crew of six men, called wherry-men. Two of these wherry-men are in alternate daily attendance at the Post-office; a third may be considered as the agent's orderly, but he takes his turn of duty on the pier. The harbour-master's boat's crew are always ready, day and night, to run out ropes and fasts to the packets. The harbour-master's boat's crew are not paid by the Post-office.

The only accounts sent by the agent to the Post-office respecting stores, are, the monthly expenditure of coal; the monthly abstract account of the receipts and issues of stores, with the quantity remaining; a monthly account of the purposes for which stores have been supplied; and a quarterly account of stores, both new and old, that are sold to private individuals, whether they belong to the establishment or not. In none of these accounts is there any mention made of the quantity received or expended of the following articles, which, with the exception of coal, have composed the principal items of expenditure since the commencement of the Dock-yard Establishment;—viz., boiler-plate, thick; ditto, thin; sheet-iron; angle-iron; old iron. All these stores are received from Liverpool.

All stores for the use of the packets are supplied by an order from the agent, (on the commander's demand,) addressed to either the storekeeper or the resident engineer. The agent judges of the propriety of the commander's demand, and approves of it if he thinks fit.

All the stores requisite to be procured from Liverpool for the establishment at Holyhead are purchased by Mr. Banning, the postmaster of Liverpool, with the exception of brass-work, copper, and those already mentioned as not appearing in the returns to the Post-office;—viz., boiler-plates, thick; ditto, thin; sheet-iron; angle-iron, and cast iron. All which are supplied (without the intervention of Mr. Banning) by direct application to the foundries and iron masters, from either Mr. Goddard or the resident engineer.

Mr. Goddard considers the storekeeper responsible for all the stores; all issues and receipts go through his hands.

The resident engineer and storekeeper select all old stores for sale, and sell them after having obtained the consent of the agent. The storekeeper sends in a monthly and quarterly return of the stores sold, whether old or new, but does not state in his return to whom they are sold.

The Post-office has no mark (as the Admiralty has) or brand on any of their new stores. When an article is made for any packet, or for the service of the dock-yard, it is then stamped; but boiler-plate is never stamped.

The dock-yard at Holyhead is not of sufficient dimensions to contain the stock of timber necessary; the timber is therefore in an open field, outside the yard. There is an old man, as gate-keeper, at the dock-yard gate all day; but there is no person residing in the dock-yard, nor is there any watchman employed during the night: the only protection during the night is from two dogs kept inside. The only persons who have keys of the dock-yard are the agent, storekeeper, and resident engineer.

Since the establishment of a dock-yard at Holyhead, by the Post-office, a private ship-wright's building-yard has been formed, and they are now building two large vessels: two steam-vessels, of from 500 to 600 tons, were built there.

The Post-office dock-yard is very inconveniently situated with respect to the graving-dock at Holyhead, from its being at the opposite side of the harbour, causing great loss of time in transporting both materials and workmen across, especially in bad weather. Another great inconvenience occurs at Holyhead in being obliged to put the steam-vessels that are undergoing repair alongside the pier, where they must lie aground dry at low water, besides being exposed, at particular seasons, to strike the ground when a heavy swell is setting into the harbour. It is always of the greatest importance to keep steam-vessels afloat, they strain so much more than any other class of vessels when taking the ground, independent of the injury likely to be sustained by the machinery, although no instance of the kind has occurred at Holyhead with Mr. Goddard's knowledge.

In Mr. Goddard's opinion, four steamers, of more power and with better accommodation than the present ones, would be quite sufficient, at Holyhead, to do the duty of the London mail. The correspondence that arrives by the Chester mail in the morning is of very small amount, and cannot compensate for the expense now incurred in keeping up two extra steam-vessels for the morning despatch.

From Capt. Goddard's long experience on the Holyhead station he is of opinion that, to make Holyhead a desirable packet-station and good asylum for shipping, it will be necessary to run out a breakwater from the north end of Salt Island; this once done, Holyhead would possess every facility requisite for commerce and communication.

(Signed) N. M. Goddard.

No. 24.

Statement of Mr. Goddard, taken 5th Dec. 1835.

No. 24.

N. M. Goddard, Esq., Postmaster and Agent.

Holyhead, November 20th, 1835.

When the power of the engines in the Holyhead steam-packets was increased by putting larger cylinders in the vessels, without altering the boilers, an experiment was made at Holyhead between two similar vessels, the "Escape" and the "Dragon," the "Dragon's" cylinders being increased from 80 to 100-horse power,—the "Escape" not having been altered. Before the alteration the speed of the two vessels, and their consumption of fuel, was nearly similar. Mr. Goddard was not on board of either of those vessels during the experiments; but from the reports of both the commanders, the vessel with increased power gained about half an hour in the passage between Holyhead and Howth, the weather being at the time moderate. There was no alteration in the boilers, but the consumption of coal per hour on board the "Dragon," with the increased power, exceeded that of the "Escape". Mr. Goddard says this additional consumption in the same boiler was owing to the necessity of keeping up stronger fires to have an overplus of steam blowing off through the steam-pipe. No alteration ever took place in the "Dragon's" boilers until they were worn out.

When new boilers were placed in the "Dragon," they were made rather smaller than the old ones. Mr. Goddard, not being an engineer, is not aware of the principle upon which the new boilers were constructed; he only knows they were made lower than the old ones, about six inches longer, and that the steam check was diminished. These are the only alterations that took place in the construction of the new boilers within his knowledge. These alterations were adopted at the suggestion of the resident engineer, the Post-office not being consulted.

The present boilers supply a great abundance of steam, even to meet the consumption of increased power. Mr. Goddard cannot otherwise explain the mode of creating this additional quantity of steam than that the flues have been lengthened and more of their surface exposed to the fire. No other alterations in the boilers have taken place with his knowledge.

Boilers are made at Holyhead for all the other Post-office stations, with the exception of Dovor. They are all constructed upon the same principle already described. The resident engineer has also altered the paddles of all the steamers at Holyhead, except those of the "Gulnare." The alteration consists in allowing the floats to enter the water more perpendicularly than formerly, by inclining the paddle-arms at a small angle to the shaft. This contrivance admits the paddles to enter the water with more facility; but they are, at the same time, extracted on the opposite side in a more unfavourable position than formerly. The advantage appears to be in favour of the new arrangement.

Mr. Goddard pays the entire of the expense of the Holyhead station, his clerk paying the establishment of seamen and packet wherry-men, and the storekeeper paying the artificers of the dock-yard, on his receiving from the agent for that purpose a sum of money equal in amount to an abstract of bills for wages for the previous week.

The crews of the four colliers belonging to the Post-office, are paid 3*s*. 3*d*. per ton weight of 28 bushels, for all coal brought by them from Troon to Holyhead. When they convey coal to Kingstown they are paid 5*s*. per ton: they have no other emolument from the Post-office. Should the colliers be under repair, the crew are generally employed fitting the rigging, and get labourer's pay, 2*s*. per diem. The colliers go back from Holyhead in ballast; the ballasting of each vessel costs 8*s*. to the Post-office.

Mr. Goddard was never at Troon, and is not aware of there being any iron foundries at Kilmarnock. He thinks there is a rail-road from Troon to Kilmarnock. He never made any inquiries about whether he could procure iron from Kilmarnock, or whether he could dispose of the old iron of the Holyhead establishment at that place.

Mr. Goddard is ordered by the Post-office to get all his stores from Liverpool.

Freight, at the rate of 4*s*. a-ton, is paid for taking old iron to Liverpool, and 10*s*. a-ton for old brass and copper. He never suggested to the Post-office that the old iron, brass, and copper might be disposed of at Troon, and taken there by the colliers free of freight, answering not only to ballast them, but avoid the expense for ballast at Holyhead. This circumstance never occurred to Mr. Goddard, in consequence of his being ignorant of any iron-foundries being near Troon.

(Signed) N. M. Goddard.

No. 25.

Statement of Mr. Goddard, taken 5th Dec. 1835.

No. 25.

N. M. Goddard, Esq., Agent.

5th December 1835.

Has given the resident engineer leave to employ the workmen in the dock-yard, after hours, for his own purposes, working up his own materials and paying for the coals. Allows him to carry in iron to work up in the dock-yard, and has also permitted him to take part of the iron belonging to the Post-office, which is intrusted to his charge upon his rendering an account to the storekeeper of the quantity, the iron being weighed by the yeoman of the stores. The iron which Mr. Johnstone takes for his own purposes is not in charge of the yeoman or storekeeper, but of Mr. Johnstone himself. Mr. Goddard has never had any direct or implied authority from the Postmaster-General for permitting Mr. Johnstone to make use of the Post-office stores,

No. 25.
Statement of Mr. Goddard, taken 5th Dec. 1835.

or to employ the workmen for his own private advantage in the dock-yard. Mr. Johnstone has been directed, since the commencement of the present year, not to work up any materials for himself or any other individual in the dock-yard, in consequence of an attempt which has been made by the parish to subject the dock-yard to parochial rates. Stores still continue to be sold to private individuals, and the storekeeper charges not merely a remunerating price but a profit.

With reference to the orders issued by the General Post-office for the guidance of the commanders in bringing their vessels into port, or as to the degree of authority which the commanders have over the engineers, Mr. Goddard does not consider himself in any way responsible, never having been consulted as to their propriety. He issues them to the commanders and sees that they are carried into effect. The "Iris" cutter is now lying in Holyhead harbour for sale. The agent has no instructions as to what price to demand, and has received no orders to make it known that she is for sale. He does not know what price the Post-office would take for her; she may be worth about £500. The Post-office had an offer for her about four or five years ago; she was then worth about £500. She has done no duty within the last five or six years, except carrying Mr. Goddard twice to Portpatrick on duty, and a third time Mr. Freeling and Mr. Goddard.

The "Royal Sovereign" has been twice at Milford within the last 12 months, when she performed duty while the "Vixen" and "Aladdin" were under repair. The boat's crew at Kingstown have no orders whatever. He has never given them any orders, nor have they any written orders. Mr. Goddard states that they are there for the purpose of carrying the mail on shore, which they ought to do under weather of ordinary character, without waiting to assist the packets in taking up their moorings. The commanders have no instructions how to employ this boat, whether to make use of it for securing their vessels, or merely for sending their mails ashore. He has no idea of how this boat's crew is generally employed by the captains, other than by their affording all assistance in their power to the packets when called on for that purpose.

Mr. Goddard does not think that any blame can be attached to either the captains or the boat's crew for securing the vessel first before landing the mails. He does not suppose that the custom of the harbour was such as to induce the commander to send the mails ashore first before securing the vessel with the help of the mail boats.

(Signed) N. M. GODDARD.

No. 26.

No. 26.
Statement of Mr. Goddard, taken 7th Dec. 1835.

N. M. Goddard, Esq., Agent.

Holyhead, December 7, 1835.

Was not aware that the gate-keeper could not read or write. Is of opinion that the gate-keeper is unqualified for the duty he has to perform if he cannot read or write. It is Mr. Goddard's duty to see that officers of the dock-yard are qualified for the situation in which they are placed. He was not aware, until Friday or Saturday, that the storekeeper had given the key of the coal stores to a person of the name of Hugh Hughes. Was not previously aware that there were two keys for the coal stores. Never granted permission to have a duplicate key made. Is now aware that there is a duplicate key.

A few days ago he also became aware that the gate-keeper had a key of the dock-yard. Believes that he has had this key for two years in his possession. Is aware that the gate-keeper has been selling oakum to several people.

Is not aware whether it is Hugh Hughes the father, or Hugh Hughes the son, who keeps the key of the coal yard, both of those persons being employed in the coal store.

Mr. Goddard cannot vouch for the accuracy of the books kept by the storekeeper, and considers him the only responsible person for them. The resident engineer is also solely responsible for his books. Mr. Goddard keeps no books himself, with the exception of the freight book and the agent's quarterly account book. This quarterly account book is a summary of the eight forms of account transmitted to the General Post-office, and which forms the general quarterly account. Has not hitherto examined any books or accounts kept by the storekeeper or resident engineer, with a view of ascertaining their accuracy, with the exception of the invoice book, which he is in the habit of looking at to see that the invoices are correctly entered. There is no book from which the amount of the receipt of engineer's stores can be made out, with the exception of the invoice book. If the quantity of material received into store for any particular period was extracted from the invoice book, there is no book kept that will show how this material has been expended, save and except the statement of issues from the storekeeper, in lump, for building and repairs of boilers, or doing any other work; and excepting the charge from the blacksmith's book for all wrought iron work supplied to the different vessels, either belonging to this station, or to those which are in the course of being repaired here, when sent from other stations for that purpose.

(Signed) N. M. GODDARD.

No. 27.

Statement of Mr. Goddard, taken 10th Dec. 1835.

No. 27.

N. M. Goddard, Esq., Packet Agent.

Holyhead, December 10, 1835.

Mr. Banning, the postmaster at Liverpool, is *responsible for the quality and prices of the stores* purchased by him for the use of the packets at Holyhead. If any complaint is made, Mr. Goddard takes notice of it, not otherwise. The storekeeper is the person responsible for the books and accounts relative to the stores. The storekeeper and engineer are responsible for the labourers and the artificers in their respective departments. The only accounts sent to Mr. Goddard, are the invoices of the different stores purchased for the use of the packet establishment. He frequently inspects the copies of the invoices in the invoice book. A summary is made of the amount contained in the invoices and transmitted to London for the purpose of enabling him to receive an imprest to pay the bills. Has never had any information from Mr. Banning as to whether the oil was supplied by the old gallon or the new imperial gallon. They have been in the habit of using the old measure in the dock-yard, and use it up to the present moment. The account sent up to the Post-office of the expenditure of oil does not show the number of imperial gallons used, but the number of old gallons. For nine years and a half previous to 1831, they used a measure, which, in place of containing a gallon, contained nearly $\frac{1}{8}$ of a gallon; and they discovered this upon taking stock, and finding a deficiency of 316 gallons. This old gallon measure was made in Holyhead and not stamped. The present gallon measure was also made in Holyhead, and is likewise not stamped. After using this new gallon measure for a few years, on taking stock, they found an overplus of 230 gallons. This was owing to sediment in the measure. The rope was weighed at the same time, and there was found to be a deficiency of only one cwt. and a half, in the course of nine and a half years, which was exceedingly satisfactory, as the rope bands weighed with the rope would have more than counterbalanced the deficiency.

Mr. Goddard is postmaster at Holyhead, but has a clerk who does all the duty for him there, with the assistance of two of the packet wherry-men. Mr. Goddard never attends, excepting in the absence of Mr. Jones (his clerk). Mr. Jones does not live at the Post-office, but one of the packet wherry-men attends and sleeps there. The salary of the postmaster here is only £70, and there are no emoluments attached to the office.

As agent, Mr. Goddard receives an allowance of £60 for office rent, coals, and candles, &c., and £10 for stationery, and an allowance of £430 per annum for himself and clerk.

Mr. Goddard generally attends when the packets sail in the morning, and when they arrive in the afternoon; but, in some few instances, has attended their departure in the middle of the night, since the experiment of sending the London mail to Ireland by the Liverpool packets in the year 1826.

Has had no occasion to represent to the Post-office any alterations which have taken place in the engines or boilers here, previous to their being carried into effect, but depends upon the skill of the engineer, and permits him to make whatever alterations he may consider useful or necessary. The only material alteration which has taken place, and which has been represented to the Post-office is, the inclination in the arms of the paddle-wheels from the centre to the periphery; no representation was made to the Post-office respecting the alteration in the boilers; the only change made in them was merely heightening the flues, and by that means exposing a greater surface to the heat.

The usual allowance to a commander absent from the station on duty is one guinea a-day, and he never remembers to have heard of any commander receiving less, with the exception of Captain Davies.

Mr. Goddard remembers the circumstance of Harvey being unable to start the engine on board Captain Duncan's vessel in 1826. Has not a doubt that he was in conversation with Captain Duncan on the pier, or on the deck of the vessel, when Harvey was attempting to start the engine.

Mr. Goddard looked at the package of newspapers which Captain Grey lately refused to take on board the "Escape," and found that the contents of the package did not appear to be damaged; the cover had got wet and was rubbed a little on its way down. Captain Grey was not justified in refusing this parcel. Mr. Goddard was not aware that the news agent at Dublin had been put to the expense of £8 or £9 in consequence of not receiving his newspapers. Captain Grey's is the only instance of a commander having refused to receive a parcel of any description on board.

(Signed) N. M. Goddard.

No. 28.

Statement of Mr. Goddard, taken 14th Dec. 1835.

No. 28.

N. M. Goddard, Esq., Agent.

Holyhead, Dec. 14, 1835.

Is not responsible for the issue of stores, for the receipt of stores, for the quality or price of stores, for the labour accounts, for the storekeeper's accounts, nor for anything connected with the engine department. There is not a single book kept in the dock-yard for the accuracy of which he can answer.

The stores got from Liverpool are not ordered from the wholesale dealers by Mr. Goddard, with the exception of boiler-plate, angle-iron, and copper and brass work; and these are occasionally ordered by the resident engineer.

No. 28.

Statement of Mr. Goddard, taken 14th Dec. 1835.

Mr. Goddard's accounts do not show the stores worked and appropriated to each vessel, and he does not know if the accounts which show this are accurate in detail.

When the Holyhead packets were altered in 1830, the work was all done by Johnstone the resident engineer, and his workmen, at Holyhead. The only persons employed on the Holyhead station, who are paid by Mr. Goddard himself, are the commanders, the resident engineer, and the storekeeper, and the plyer in Dublin, and the boatmen in Kingstown. In Liverpool every thing ordered by Mr. Banning for the Holyhead station is paid by him. Mr. Goddard takes no pains of checking the storekeeper's accounts of stores issued.

Mr. Provis has been in the habit of getting a supply of such things as he might require for the works under his superintendence here. When Mr. Goddard was in the way Mr. Provis has occasionally made application to him, and he did not hesitate to give him anything he required for the use of the public department over which he had the control. If Mr. Provis required any iron, or smith's coals, he got it by applying to the resident engineer, who informed Mr. Goddard of any thing he supplied, and which he did entirely with Mr. Goddard's consent. Never received one farthing from Mr. Johnstone for work done for Mr. Provis, or stores supplied by him to Mr. Provis.

Mr. Goddard has never received any money for labour performed in the dock-yard, nor has any credit been given to the Post-office for labour performed for Mr. Provis, or any other individual, by workmen in their employ.

(Signed) NORRIS M. GODDARD.

No. 29.

No. 29.

Statement of Mr. Goddard, 22d Dec. 1835.

Norris M. Goddard, Esq., Agent.

Holyhead, 22d December 1835.

The pass-books of the mates and engineers ought to contain every thing supplied for the packets while on service. Whilst the vessels are under repair there is no check kept of the issues of iron and timber, which can only be ascertained from the accounts kept by the resident engineer and storekeeper.

Mr. Goddard does not remember a single instance of lending or borrowing stores from the Post-office yard, with the exception of coals, which have been occasionally supplied to Mr. Provis, he repaying them in kind when he got a cargo. His directions have been not to give any thing out of store to individuals without receiving payment in money, and not to borrow, but to purchase whatever they required from tradesmen in the town.

It has been occasionally necessary to get a few articles which they had not in store from Owen Pritchard, a tradesman in Holyhead; such things as files, locks, cooking utensils, firebricks, and steel of different kinds, and small quantities of iron. Every article got from Owen Pritchard has been regularly paid for by Mr. Goddard.

Timber has generally been purchased by Mr. Goddard himself from a person of the name of Griffith. Roberts, the storekeeper, assisted in making these purchases, and was consulted by Mr. Goddard as to whether the timber he was in treaty for would be serviceable. He knew that Roberts was employed by Griffiths as an agent for the sale of his timber. Timber has not been bought from Roberts himself, but some small pieces may have been purchased from his brother.

Mr. Goddard has bought canvas from Roberts, the storekeeper.

(Signed) NORRIS M. GODDARD.

No. 30.

No. 30.

Statement of Captain Goddard, 24th Dec. 1835.

Norris M. Goddard, Esq., Agent.

Holyhead, 24th December 1835.

Has permitted Mr. Johnstone to have part of his papers removed from the resident engineer's office since his suspension. The papers removed had the appearance of private letters, and were under a dozen in number. After what has occurred here in the resident engineer's and storekeeper's department, Mr. Goddard will not vouch for the accuracy of any of their accounts, and consequently any returns which have been made relative to the expenditure on this station cannot be relied upon.

The two cases which Mr. Goddard had brought under his notice relative to the sale of stores to Mr Provis, and in one of which the resident engineer was implicated, in the other the storekeeper, appeared to him to bear the marks of dishonesty. He asked for an explanation from each of them, but could receive no satisfactory account of the transactions; he consequently suspended them until he should receive further directions from the Postmaster-General for his guidance.

With respect to the smith's coals sold to Mr. Provis and not accounted for in the quarterly accounts, Mr. Goddard states that he permitted Johnstone to lend smith's coals, repaying it in kind when convenient for himself on the arrival of cargo; and he further states that there was no check kept of the quantity of coal thus lent by Mr. Johnston or of the quantity returned by him into store.

He has been all along aware that Mr. Johnstone had not made the drawings in the drawing-book in the engineer's office, nor does he suppose him capable of doing them. The drawings were executed by Joseph Green, a fitting smith.

(Signed) NORRIS M. GODDARD.

No. 31.

Statement of Mr. R. Roberts, 13th Nov. 1835.

No. 31.

Mr. *Rowland Roberts*, Storekeeper.

Holyhead, 13*th November* 1835.

Has charge of all the stores, and superintends the carpenters, joiners, and the labourers who are not under the orders of the engineers. The whole of the land establishment are paid their salaries weekly by the storekeeper. An account of the number of hours each person is employed, and the work upon which they are employed, is kept. A separate charge is made against each packet for the amount of labour performed, and the value, being calculated, appears in the statements of the expenditure of each packet. All the stores required for the establishment at Holyhead are supplied from Liverpool, with the exception of the coals, which are brought from Scotland, and part of the timber. Oak is purchased in Denbighshire, and the fir is got from the merchants in Holyhead.

The storekeeper carefully examines the invoices sent with the stores, in order to check both the quantities and the prices charged. After having the articles measured or weighed, he signs the invoices and returns them to the agent. Has never had occasion to make any remark upon the charges, which are, in his opinion, moderate, nor did he ever find any deficiency in the quantity. Has instructions to see that everything supplied is of the best quality, and to report to the agent if it is not so.

There are four sailing vessels on the station which are employed in bringing coals for the packets, which keeps them in constant work: they carry from 110 to 130 tons each, and make about 20 voyages a-year to the Troon from whence all the coals are brought. The crews of these sailing vessels have no salaries, but are paid so much a-ton on the freight.

When any stores are requisite for the vessel, beyond articles of ordinary consumption, a demand must be made to the agent, who gives directions to the storekeeper to supply them. Small stores, coals, &c., are supplied by the storekeeper on application from the captain, or engineer, who keeps a book in which the articles supplied are entered. Before anything can be conveyed from the store, a pass must be signed by the storekeeper, without which they cannot pass through the gate. Iron-work is given out by an order from the engineer, and this order is brought to the storekeeper's office as a check upon the engineer's account.

The books kept by the storekeeper contain a separate and most minute account of everything expended upon the packets here, both for those belonging to this station and the other stations which come here to be repaired.

(Signed) ROWLAND ROBERTS.

No. 32.

Statement of Mr. R. Roberts, 16th Nov. 1835.

No. 32.

Mr. *Rowland Roberts*, Storekeeper.

Holyhead, 16*th Nov.* 1835.

Has been storekeeper at Holyhead since 1822; keeps all the accounts of the receipts and issue of stores, and has the charge of everything supplied for the dock-yard, with the exception of some brass castings which are kept by the resident engineer. In addition to his duties as storekeeper, Mr. Roberts has the superintendence of all the shipwrights, carpenters, joiners, and other labourers not employed in the engineers' department.

Mr. Roberts is not enabled to be present upon all occasions when stores are issued, having to superintend the workmen who may be employed in executing any repairs on the packets.

He considers himself responsible for all the stores in the dock-yard; has a clerk, to whom they are intrusted in his absence. Mr. Roberts is entirely occupied in the Post-office service, and has no other employment from which he derives any emolument.

All articles of ordinary consumption, such as coal, oil, tallow, &c., are furnished to the packets without any written order. The storekeeper takes no receipt for anything issued out of the store.

The entries in the day-book, under the head of spared stores, are for stores which have been supplied to individuals on application made to the storekeeper. Spared stores are issued in this manner to people in the dock-yard, and, when supplied to them, it is done by the storekeeper without any written order from the agent, and the agent is not in general made acquainted with supplies which may have been made to persons on the establishment.

In January last the agent issued an order to the storekeeper directing that he should not supply stores of any description to any private individuals without receiving an express order. Notwithstanding this order of the agent, the storekeeper continues to issue spared stores in exactly the same manner as he did before, without any directions from the agent.

It is the duty of the storekeeper to see that everything supplied is of the best quality, and that the quantity delivered corresponds with the invoices.

The stores are purchased in Liverpool by the postmaster there, and brought round to Holyhead in small coasting vessels. The vessels generally employed for conveying stores are the "Echo," the "Gleaner," and the "Lord Edward." Mr. Johnstone, the resident engineer, is owner or part proprietor of the "Echo" and "Gleaner." The "Echo" and "Gleaner" have lately been employed in conveying stores from Liverpool for the dock-yard.

Mr. Roberts is not a ship-owner, nor does he carry on any trade in Holyhead.

(Signed) ROWLAND ROBERTS.

No. 33.

No. 33.
Statement of Mr. R. Roberts, 17th Nov. 1835.

Mr. *Roberts*, Storekeeper,

Holyhead, 17*th Nov.* 1835.

Desires to make an explanation of a statement which he made yesterday, and repeated to-day, with respect to 11 tons 18 cwt. of iron sold in June last, entered in his books as sold to Mr. Johnstone, and which he said Mr. Johnstone had paid him for. It was not Mr. Johnstone, the resident engineer, but Hugh Douglas, one of the blacksmiths in the yard, who paid for the greater part of this iron, viz., 11 tons 10 cwt. of it. The remaining 8 cwt. was sold to two farmers. The old iron and old copper is always weighed by Mr. Johnstone, the resident engineer, who gives the storekeeper a note of the quantity. The reason for charging this iron to Mr. Johnstone, and not to the blacksmith and two farmers who bought it, was to save trouble. The blacksmith paid for this iron £46, and the remaining £1. 12*s.* was paid by the two farmers. A pass is given to the gatekeeper before any stores are sent out of the dock-yard, and his instructions are not to allow anything to go through the gate which is not inserted in this pass. This pass is signed by Mr. Roberts, or, in his absence, by the clerk or yeoman of the stores. No pass is given for old iron. It is by no means a usual thing to have such a large quantity of spared stores sold to any blacksmith or other labourer as was done upon this occasion.

(Signed) Rowland Roberts.

No. 34.

No. 34.
Statement of Mr. Roberts, 19th Nov. 1835.

Mr. *Roberts*, Storekeeper.

Holyhead, 19*th November*, 1835.

Mr. Roberts is allowed, by permission of the agent, to take stores from the dock-yard for his own use, charging himself the proper price. He is likewise allowed to supply private individuals, as well as those belonging to the Post-office Establishment, with any stores they require, by paying the price fixed by the agent. He keeps an account of the stores thus spared in the day-book, with the name of the person to whom they are spared. The old stores that are not sold at Holyhead are sent to Liverpool. The resident engineer, Mr. Johnstone, selects the old iron for sale, and weighs it. Mr. Johnstone gives an account of the weight of the iron thus selected to the storekeeper. Mr. Johnstone, as will be seen in the day-book, often purchases old iron, stores, &c. &c. On the 30th of June, 1835, appears the following entry:—

"Spared 11 tons, 18 cwt. of old iron to Mr. Johnstone."

Mr. Roberts says there was a mistake in this entry, although he twice before stated it to be correct. The iron was bought and paid for by Hugh Douglas, one of the blacksmiths of the dock-yard.

The old iron and stores that are sent for sale to Liverpool are generally taken in vessels partly belonging to Mr. Johnstone, the resident engineer, and partly belonging to shop-keepers of Holyhead.

None of the new stores supplied for the use of the establishment at Holyhead are branded or marked before they are manufactured, either for the use of the packets or the dock-yard.

G. P. O., or the broad-arrow, is branded on all wood work; boiler-plates, rivet-iron, &c. are never branded; iron-work for the use of the packets when manufactured, with the exception of the boilers, is branded.

The greater part of the timber belonging to the dock-yard is in an open field outside of the yard. It is not branded, nor is there any watch over it during the night. No person resides in the dock-yard, nor is there any watchman on the premises during the night. The outer gate is kept locked, and a couple of dogs are left loose in the yard.

Since the establishment of a dock-yard at Holyhead by the Post-office, a shipwright's building-yard has been formed there, and there are at present two large vessels building at the private yard. Two large steamers were previously built there.

The storekeeper never receives any receipts from the captain, or any of the officers of the packets, for stores supplied to them. He sends to the agent a weekly and monthly account of the expenditure of coal; a monthly account of the expenditure of other stores shewing the remains in store, a monthly account shewing the application to use of stores, and a quarterly account of all stores, whether new or old, that have been sold out of the dock-yard.

The storekeeper furnishes no account to the agent, nor, to his knowledge, is there any furnished to the Post-office, of the receipts, expenditure, or remains in store of the following articles, which, with the exception of coal, form the greatest items of expenditure in the establishment:—

Boiler plates (thick).
Boiler plates (thin).
Angle iron.
Cast iron.
Engineers' and workmen's tools.
Old iron.

The above articles are never branded, except the tools, and the storekeeper does not consider them under his charge.

Mr. Roberts says, the "Iris" sailing cutter has never been employed in bringing him stores from Liverpool. Small vessels of about half her burden have been employed.

The invoice book shews that, independent of freight, the stores have been insured at Liverpool. Any stores wanting at Holyhead, for immediate use, are sent from Liverpool to

No. 34.

Statement of Mr. Rowland Roberts, Nov. 19, 1835.

Kingstown and thence back in the Post-office packets. By this means freight and insurance are saved, but it is only adopted when articles are wanted in a hurry.

Shipwrights and carpenters are only occasionally employed in the dock-yard, but there is a blockmaster and a joiner on the permanent establishment.

All stores issued from the dock-yard are accompanied by a pass to the gatekeeper; this pass is either given by the storekeeper, the resident engineer, or the storekeeper's clerk. All stores sold, whether new or old, are sent out without a pass.

All iron work and castings are weighed by the resident engineer when received into store, and he supplies the storekeeper with the weight. The freight from Liverpool is paid by weight:—10*s.* per ton on iron, 15*s.* a ton for rope, 10*s.* a ton for tallow, 15*s.* a ton for brass, and other stores in proportion.

The coals are brought from Troon by vessels belonging to the Post-office. There are four of them, and there are twenty-four men belonging to them: these men are not paid by the storekeeper. When the vessels arrive, the storekeeper hires labourers to cart the coals to the store at 5*d.* per ton. The coal is measured on board the vessels while they are discharging.

When coal is supplied to the packets from the store the carts are filled by the crew of the "Iris," and then drawn by horses to the packets. John Thomas, of Holyhead, contracts to supply horses for this work: he is not paid by the storekeeper, but by the agent.

(Signed) ROWLAND ROBERTS.

No. 35.

Statement of Mr. Rowland Roberts, Dec. 1, 1835.

No. 35.

Mr. *Rowland Roberts,* Storekeeper.

Holyhead, 1st December 1835.

Timber is sometimes sold out of the dock-yard, but in very small quantities. *Mr. Roberts does not sell timber, and has not been a timber-merchant.* He has occasionally sold timber for others; about twelve months ago, Mr. Roberts sold the greater part of a cargo of timber for a friend of his, who sent a vessel round from Conway here. Richard Griffiths was the owner of this cargo. It is from him that the timber required for the dock-yard is generally purchased. Mr. Goddard makes an agreement with Mr. Griffiths about the price, and when the purchase is completed the timber is delivered to Mr. Roberts, who measures it, in order to ascertain if the invoice is correct. The invoice, after receiving his signature, is sent to the agent who then pays the amount of the bill.

Mr. Roberts may have sold some timber last year, partly on his brother's account, also some on his own. Has been in the habit of selling timber for the last eight years. His brother is a joiner occasionally employed in the dock-yard. Mr. Roberts makes out bills for his brother in his own name, and the timber might in this way appear to have been sold by him, when, in fact, it was not his. He takes the money and signs the receipts in his own name, also for his brother. His brother has no timber-yard, and his dealings are very small. *Mr. Roberts himself never sold timber in large quantities; has sold as much as £60 worth at a time to people building mills in the neighbourhood. He has also sold considerable quantities of timber to Mr. Watson, who is the only ship-builder in Holyhead. Believes he has sold as much English timber as any other person in Holyhead. There is no other timber merchant in Holyhead who sells English timber.*

About a quarter of a mile from Holyhead Mr. Roberts has a farm of forty or fifty acres, but he does not reside there but at a public-house which he keeps in the town.

(Signed) ROWLAND ROBERTS.

No. 36.

Statement of Mr. Rowland Roberts, Dec. 4, 1835.

No. 36.

Mr. *Rowland Roberts,* Storekeeper.

Holyhead, 4th December 1835.

Besides the three Liverpool traders, of which Mr. Johnstone, the resident engineer, is a principal proprietor, there are two other regular traders between Holyhead and Liverpool, viz., the "Endeavour" and the "Industry." These vessels are equally as sea-worthy as Mr. Johnstone's vessels, but are not generally employed for the conveyance of the Post-office stores. They are sometimes, however, and have, within the last twelve months, received freight to the amount of 6*s.* for the conveyance of stores.

Mr. Roberts is not aware of the reason of this; he does not suppose the freight would be higher by them, and feels satisfied that the goods would be conveyed with the same safety and despatch as by Mr. Johnstone's vessels.

(Signed) ROWLAND ROBERTS.

No. 37.

Statement of Mr. Robert Roberts, Nov. 19, 1835.

No. 37.

Mr. *Robert Roberts,* Clerk to Storekeeper.

Holyhead, 19th November 1835.

Has been four years clerk to Mr. Rowland Roberts, the storekeeper. All the books and accounts relative to the stores are kept by him, and are in his handwriting. He can vouch for the correctness of the entries in the day-book, as he generally issues the stores himself; sometimes it is done by the yeoman of the store. The only accounts that are sent from the storekeeper to the agent are the weekly expenditure of coal, the monthly expenditure of stores, and the quarterly account of stores spared to private individuals.

There is never any account sent to the Post-office of the quantity received or issued of the following stores, nor of the remains in store, although they are the most expensive of all others except coal, viz.:—

Boiler plate, thick.
Do. do. thin.
Sheet iron.
Angle iron.
Old iron.

No. 37.

Statement of Mr. Robert Roberts, Nov. 19, 1835.

Articles of the above description are received from Liverpool by small coasting vessels, and all the old iron that is not sold at Holyhead is sent for sale to Liverpool. The resident engineer selects what iron is to be sold, and weighs it, giving an account of the weight to the storekeeper. The resident engineer frequently (as seen by the day-book which Mr. Roberts keeps) purchases old iron, stores, &c. The coasting vessels that convey the old stores to Liverpool, and bring back the new stores, are partly the property of the resident engineer.

Mr. Robert Roberts frequently passes stores out of the dock-yard, in the absence of the storekeeper, for the use of the packets.

The old iron, stores, &c., which are disposed of at Holyhead, are sold either by the storekeeper or the resident engineer. The agent, Mr. Goddard, does not attend the sale of old stores. The money is generally paid either to the resident engineer, the storekeeper, or Mr. Robert Roberts. An account of the quantity sold, and the money received, is sent by the storekeeper to the agent, who transmits it in the quarterly account of spared stores to the Post-office.

All private individuals may, by application to the storekeeper or resident engineer, purchase anything they require out of the store at the proper fixed price.

There is no person residing in the dock-yard, nor is there any watchman during the night.

All the spars for masts, planks, oak, &c., lie outside the dock-yard, very few planks being kept inside. There is no watchman to look after the wood during the night.

There is a shipwright's building yard not far from the Post-office dock-yard, which has been established since the Post-office have erected their workshops, &c. Two large vessels are now building there. (Signed) ROBERT ROBERTS.

No. 38.

No. 38.

Statement of Mr. Robert Roberts, Dec. 21, 1835.

Mr. *Robert Roberts,* Storekeeper's Clerk.

Holyhead, 21st December, 1835.

The spared stores were not always entered in the day-book, but Mr. Rowland Roberts, the storekeeper, took a memorandum of what were not entered, which he kept privately. Robert Roberts had no access to these memorandums, although he kept all the books, and made out the monthly and quarterly accounts sent to the agent for transmission to the General Post-office.

Mr. Goddard has at times purchased iron from Owen Pritchard for the stores. Everything received into store from Owen Pritchard was checked by Roberts when the bill was sent in. The yeoman of the stores entered in his daily receipt-book whatever was received from tradesmen at Holyhead. Everything sent in by them into store was regularly charged in their bills, and paid by the agent with the other quarterly accounts.

(Signed) ROBERT ROBERTS.

No. 39.

No. 39.

Statement of Mr. Robert Roberts.

Mr. *Robert Roberts,* Storekeeper's Clerk.

Holyhead.

Has seen Mr. Johnstone's bill to Mr. Spencer for coal, dated the 2d of January, 1836. Says that he is sure the smith's coal was issued out of the Post-office stores. The coal was issued by the labourers, no other person being present; one of the labourers, Richard Rowland, gave him an account of the smith's coal delivered to Mr. Spencer.

He never made any entry of the coal sold by Mr. Johnstone out of the stores, except in a memorandum which he always destroyed when Mr. Johnstone told him the coals were returned. Neither such issues nor receipts were ever entered in the Post-office account-books.

Mr. Roberts had no other means of ascertaining that the quantity of coal sold out of the stores by Mr. Johnstone was returned by him than Mr. Johnstone's own statement that he had done so.

Mr. Johnstone was in the habit of sending private individuals to the stores for coal and iron without having permission from the storekeeper, nor were any other than verbal orders sent on such occasions by Mr. Johnstone. His verbal order was always complied with, and no check kept except the memorandums above alluded to which have always been destroyed.

When the storekeeper sold any of the stores to private individuals, Mr. Roberts was ordered not to enter those sales in the Post-office accounts, but to keep a private memorandum of them. Those memorandums have been also destroyed by the storekeeper, who informed Mr. Roberts he had done so when applied to for them.

When coal was sold out of the large yard, Hugh Hughes always sent in to Mr. Roberts an account of the quantity delivered. Hugh Hughes is the labourer or craneman who had charge of the coal, and always had a key of the coal-yard in his possession day and night. Coals are supplied out of the yard every night to the packets; no other person in charge attends the delivery of coal, day or night, but Hugh Hughes.

Mr. Johnstone's verbal orders for the issue of stores for sale to private individuals were always given to the labourers, or the persons that came for the articles, and the quantity thus

No. 39.

Statement of Mr. Robert Roberts.

supplied was reported by Mr. Johnstone to the storekeeper at his discretion. The labourers employed in the dock-yard are principally taken into the yard by Mr. Johnstone, and these are the men employed by him to return any stores that he may have borrowed, or to check the issue of any stores that he may have sold.

(Signed) ROBERT ROBERTS.

No. 40.

Statement of Mr. Robert Roberts.

No. 40.

Mr. *Robert Roberts*, Storekeeper's Clerk,

Takes round a list of the persons employed in the dock-yard every morning, and checks the numbers of the men. Has got no list this morning. Does not know the number of the men at work in the yard to-day, nor ever knew the number of men at work until he received the weekly accounts from Mr. Johnstone. He states, however, that he ascertains the number of men every morning, but never calls them over by name, counts them, or carries any list with him to let him know whether they are there. Has no means of ascertaining how the menare employed until he gets the lists at the end of the week from the foremen of the different gangs.

Until within the last six weeks they have used a measure for serving the oil out to the packets, containing only three quarts. The oil has been received into store by the imperial gallon, which contains four quarts, but served out by their own gallon, containing only three quarts. Keeps the books, and makes entries of the number of gallons received into store and issued to the packets. At the end of each month a balance is struck, and the quantity remaining in store ascertained by deducting the number of gallons issued from the number of gallons received. This account is forwarded through the agent to the Post-office.

No account is shewn of the conversion of the imperial gallon into the smaller measure they use as a gallon, as they do in the case of the issue of coals where the ton received contains 32 bushels, and the ton issued only 28 bushels.

Oil is allowed to be sold to private individuals out of the dock-yard, and the storekeeper receives the price. The tallow is always weighed to the engineers. Whenever any stores are wanted by the resident engineer, he comes and takes them himself, leaving an account of what he has taken to be entered in the day-book.

(Signed) ROBERT ROBERTS.

No. 41.

Statement of Mr. Robert Roberts, Feb. 8, 1835.

No. 41.

Mr. *Robert Roberts*, Clerk to Rowland Roberts, the late Storekeeper,

States that Mr. Roberts, the late storekeeper, took away from the office the memorandum book now produced, which book contained, when he, Mr. Rowland Roberts, took it away, sundry items of account relating to the sale of stores belonging to the Post-office; that Mr. Rowland Roberts subsequently returned the said book, and, when so returned, *there had been several leaves, containing the account of the said stores, taken out of it.*

(Signed) ROBERT ROBERTS, Clerk.

No. 42.

Statement of Mr. Owen Thomas, Dec. 6, 1831.

No. 42.

Owen Thomas, Gatekeeper,

Holyhead, 6th December 1835.

Is gatekeeper at the dock-yard. There is no muster of the labourers or workmen of the dock-yard, either coming in or going out. No search is ever made of the men, nor are there any orders to search or prevent any person belonging to the dock-yard from going in and out as they please,

During the last three years no stores have gone out of the dock-yard without a pass. The passes are always given to the gatekeeper before the stores are allowed to go out of the dock-yard. The gatekeeper sees that the quantity of stores delivered out of the yard corresponds with what is inserted in the pass. The way he knows that the articles going out are inserted in the pass is by the person taking them out telling him that they are so inserted; as he cannot read or write English, he has no other means of ascertaining.

States that there is nothing sold in the dock-yard to his knowledge. He has never received any pass for things sold in the dock-yard.

Does not know what the number of men may be in the dock-yard; any person who tells him that he is a labourer there is allowed to pass. The number of men vary perhaps from 50 to 150. He has no means of ascertaining how the men are employed in the dock-yard. When either artificers or labourers are employed in the dock-yard on private work for Mr. Roberts, or Mr. Johnstone, they are allowed to pass in and out the same as the dock-yard labourers, upon mentioning to the gatekeeper that they are going to work for the resident engineer or the storekeeper. The men who do the private work in the dock-yard, for Mr. Roberts or Mr. Johnstone, are the labourers and artificers who are frequently employed in the dock-yard. He never passed any iron belonging to Mr. Johnstone into the yard. No pass is ever sent with articles manufactured by Mr. Johnstone or Mr. Roberts for their own emolument. Such articles are manufactured with the tools belonging to the dock-yard. Those labourers employed by Mr. Johnstone or Mr. Roberts are never searched. Has observed, all through this summer, the number of labourers and artificers going in to be employed on private work by Mr. Johnstone. Always told him the number, in order that he may stop their time, and not charge it to the Post-office. Has never sold or bought anything forming part of the Post-office stores, and never had any old stores in his possession. Never sold anything for any other person. Keeps no shop in the town, and has had no source of emolument beyond his wages of 15*s.* a-week since

he became gatekeeper. *Never sold any oakum to Captain William Owen of the "Stanley." Recollects having sold about 20lbs. to him at 2½d. per lb. Never got any junk from Mr. Goddard, or Mr. Roberts, or any other persons connected with the stores.*

No. 42.
Statement of Mr. Owen Thomas, Dec. 6, 1835.

(Signed) Owen Thomas, × his mark.
Witnesses { George E. Davis, Commander of the "Gulnare."
James P. Moon, Commander of the "Harlequin."

A bill was read over to Owen Thomas, gatekeeper, for oakum sold to Captain William Owen, of the brig "Stanley," in the course of the present year. The bill amounted to £8. 17s. 4½d., and he acknowledged that he sold the oakum and received the money, stating that the oakum was picked from junk he had received from Mr. Roberts, the storekeeper.

Witnessed as above { George E. Davis, "Gulnare."
James P. Moon, "Harlequin."

No. 43.

No. 43.
Statement of Richard Parry, Dec. 1835.

Richard Parry, Yeoman of the Stores.

Holyhead, December 1835.

Everything issued by Parry for the packets ought to have been entered in the pass-books of the mates and engineers, but he is not aware of whether this was done by the clerk.

Mr. Johnstone used frequently to borrow iron from the stores, and Parry always gave him out whatever he asked for without any order. The only account kept of this was on a slate, and it was blotted out as soon as the iron was returned.

(Signed) Richard Parry.

No. 44.

No. 44.
Statement of Richard Rowland, Dec. 21, 1835.

Richard Rowland,

Holyhead, 31st December 1835.

Is a labourer under the storekeeper, and receives 2*s.* a-day wages. Keeps an account of all the smith's coals issued out of the stores. Does not write, but keeps a tally of the number of bushels. If any smith's coal is sold, Rowland tells the clerk that he may charge it. Never received so small a quantity as three tons of coal into store. Is quite sure of this. Never lent any coal, and whatever was given out, Rowland let the clerk know that he might charge it. Whatever coal Mr. Provis got was regularly mentioned by Rowland to the clerk. He generally got half a ton at a time.

(Signed) Richard Rowland, × his mark.
Witnesses { Richard Parry.
John Ward.

No. 45.

No. 45.
Statement of Hugh Hughes, Dec. 5, 1835.

Hugh Hughes, Craner.

Holyhead, 5th December 1835.

It is his duty to wait at the point of the pier, and put the coals on board the packets. Keeps a tally of the number of waggon loads that go on board, and makes an account of the quantity each vessel receives, which is signed by the mate, and delivered to the storekeeper. There are two keys of the coal-store. Hughes has one, and the storekeeper another. Receives 2*s.* a-day wages, and has no other allowance. Was never mate of a packet. Is obliged to be up the greater part of the night, waiting for the packet, in blowing weather.

(Signed) Hugh Hughes.

No. 46.

No. 46.
Statement of John Griffith.

John Griffith, Blockmaker,

Has been employed in the Post-office dock-yard for the last three years, and has had constant employment all that time in making bolts, blocks, &c., for the Post-office packets and the colliers. Has been occasionally employed by Mr. Johnstone, the resident engineer, in making blocks for his vessels. Does all the repairs in his line for Mr. Johnstone's vessels in the dock-yard. Has made two new boats for Mr. Johnstone; they were built at the back of the dock-yard, on the ground belonging to the Harbour Commissioners. Sent in a bill to Mr. Johnstone for building the boats. Is not in the way of sending in a bill for any repairs, but is paid by Mr. Johnstone for them.

The timber required for building the boats was supplied by Mr. Johnstone, and the nails he got in Mr. Johnstone's office in the dock-yard. The boats were built in the summer of 1834. Never made blocks, executed any repairs, nor was employed in any way for any other vessel than Mr. Johnstone's in the dock-yard.

His wages are 18*s.* a-week, which he is paid every Friday by the storekeeper at his public house. (Signed) John Griffith.

No. 47.

Statement of Hugh Douglas. Nov. 19, 1835.

No. 47.

Hugh Douglas, Blacksmith,

Holyhead, 19th November 1835.

Has been employed in the Post-office dock-yard nine years as blacksmith. Recollects getting leave of absence in the end of the year 1832 to go to Scotland. He got leave of absence to go to Scotland this present year; thinks it was in the month of August. Bought some old iron from the resident engineer—about 11 tons 10 cwt.—and paid the storekeeper for it. He is sure he paid the storekeeper £46. He paid him at two separate times, and received a receipt for the amount of the payment from the storekeeper. He says the iron was for his brother, who lives in Scotland close to Kilmarnock, who is also a blacksmith. His name is William Douglas. The money was sent to Hugh Douglas by his brother from Scotland. The iron was sent to Troon by the "Countess," one of the Post-office colliers, and was taken as ballast, no freight being paid. The scrap iron he bought was sent to Kilmarnock, where there is a scrap iron foundry. Kilmarnock is about nine miles from Troon, and there is a railway from Troon to Kilmarnock. He has no recollection of the time he bought the iron, but he thinks it was about the beginning of this year. He was absent this year, on leave, in Scotland, about 11 or 12 days. He is quite sure he bought the iron before he went on leave this year, and says his pay was not stopped while he was on leave: he received his full pay on his return. He is paid £1. 15*s.* a-week, as head blacksmith. He says that he makes up, by working during extra hours and sometimes on Sundays, for the time lost during his absence, and he never receives any extra pay, although he is subject to be called on at all hours day or night.

States that no iron is delivered out of the store to any person but himself. Receives whatever may be required by direction of Mr. Johnstone, and has the charge of all the iron issued from the store.

Is well acquainted with the collieries in the neighbourhood of the Troon. The nearest to the harbour is Colonel Boyle's, called the Shotton Colliery. No coals are ever brought for the packets from this colliery. The works at the Troon collieries are very extensive, and vessels can never be put to any inconvenience in getting their freight on board. They have always an abundant supply at the pit's mouth, and could, from any of the collieries, send down more coals than a vessel could take on board before she had time to get out her ballast. Troon coals don't answer for the blacksmith's shop.

(Signed) HUGH DOUGLAS.

No. 48.

Statement of Owen Thomas, John Jones, Richard Rowlands, and Hugh Hughes, Jan. 11, 1836.

No. 48.

Owen Thomas

Holyhead, 11th January 1836.

Is blacksmith with Mr. Spencer at Holyhead; has seen Mr. Johnstone's bill for coal, dated as follows:—

July 15, 1835,	—One ton of smiths' coal	. .	0 17	0
Aug. 17,	„ One ton of do.	. . .	0 17	0
Sept. 23,	„ One ton of do.	. . .	0 17	0
Oct. 8,	„ One ton of do.	. . .	0 17	0
Nov. 30,	„ Fourteen tons of do.	. . .	11 18	0
			£15 6	0

Owen Thomas went himself for two tons of the smiths' coal, and declares he got it delivered to him rom the Post-office stores, by Richard Rowlands and others of the store labourers. Owen Thomas was ordered, verbally, by Mr. Johnstone, the resident engineer, to go to Richard Rowlands and get the coals. Owen Thomas gave no receipt for the coal, nor was there any person but the labourers present when the coal was delivered to Owen Thomas.

(Signed) OWEN THOMAS.
Witness—THOS. M'KNIGHT.

John Jones

Is carter to Mr. Spencer, and brought one ton and a half of the smiths' coal stated in Mr. Johnstone's bill, from the Post-office coal-yard. The coal was delivered to him by the labourers of the yard.

(Signed) JOHN JONES, × his mark.
Witness { THOS. M'KNIGHT. ROBT. SPENCER.

Richard Rowlands

Is a labourer in the Post-office stores; has seen Mr. Johnstone's bill, and states that he delivered the four tons of smiths' coal to Mr. Spencer's smith and carters. He delivered part of the coal from the store depôt in the yard, and part from the large yard outside, where the coal for the packets is kept. Richard Rowlands was present when the coal was measured, and he is quite certain he gave an account of the quantity delivered, to Mr. Robert Roberts, the storekeeper's clerk.

Richard Rowlands never gives any account of the quantity of coal received into store, nor was he ever told that the quantity taken away for Mr. Spencer was returned.

(Signed) RICHD. ROWLANDS, × his mark.
Witness { THOS. M'KNIGHT. ROBERT SPENCER.

Hugh Hughes

No. 48.

Statement of Owen Thomas, John Jones, Richard Rowlands, and Hugh Hughes. Jan. 11, 1836.

States he has a key of the coal-yard, and gives an account of the coal delivered to the packets as well as that sold to private individuals to Mr. Roberts, the storekeeper's clerk.

He does not attend the delivery from the yard, but is always on the pier head, checking the number of carts supplied to the packets.

Cannot say whether any coal was taken out of the yard while he was on the pier head, but any quantity might be taken without his knowledge.

If any person came to Hughes and said he was sent by Mr. Johnstone, the coal was immediately given to him. (Signed) HUGH HUGHES.

No. 49.

No. 49.

Statement of William Hughes, March 5, 1836.

Mr. *William Hughes*, Rope-maker,

Holyhead 5th March, 1836.

States that he has supplied the Post-office dock-yard with white yarn, twine, and tow for a period of about seven or eight months. That he was generally paid by Mr. Roberts, the late storekeeper, who told him that he must allow five per cent. upon the white yarn, as it was always allowed upon what they got from Liverpool. That when he was paid by Mr. Roberts, he always allowed five per cent to him, but never made that deduction from his bill of parcels. Does not know if any body else ever made the deduction afterwards, as the money was always paid by Mr. Roberts at his (Mr. Roberts') public house in Holyhead.

That in the cases where he allowed five per cent. he always charged 44*s.* per cwt. for white yarn, but on the last occasion, in January last, when he was paid for what he had lately supplied, Mr. Goddard paid him at the rate of 42*s.* per cwt., that being the charge he made, being told by *Mr. Roberts*, the clerk, that he was to charge a cash price, as no discount would be required.

(Signed) WILLIAM HUGHES.

No. 50.

No. 50.

Statement of Hugh Rowlands and Hugh Hughes.

Hugh Rowlands, and *Hugh Hughes*,

State that upon almost every occasion of the delivery of coals from the vessels discharging coals for the use of the Post-office dock-yard, they have had occasion to complain to the meters and the fillers on board that the measure given was very short. That on some occasions the coals delivered from the vessels into the waggons were at the rate of ten tubs to the waggon, although the waggon would not hold, fairly measured, more than eight tubs. That on mentioning to the meters and fillers that they were delivering short measure, they were desired to mind their own business, and not trouble their head about other people: they were frequently told this. They have also told Mr. Roberts, the late storekeeper, frequently, that the coals were delivered very short of measure, and he always replied that he would see into it. That Mr. Roberts, the late storekeeper, has himself stopped a barrow upon one occasion, and measured it with the tub in the yard, and found it not more than three-fourths full. That after having discovered this deficiency, Hugh Rowlands has told Mr. Roberts that the measure was still delivered short; and that no steps were taken to prevent the improper practice, although it has very frequently been the case since.

(Signed) HUGH HUGHES.
HUGH ROWLANDS.

Witnesses to the signatures.
(Signed) THOMAS M'KNIGHT.
THOMAS HYLAND.

No. 51.

No. 51.

Statement of Mr. C. Simpson.

Mr. *Cuthbert Simpson*, Ship Chandler and Oil Merchant, &c.,

Has been in the habit of supplying oil, tallow, cordage, pitch, varnish, and various other articles for the use of the Post-office packets at Holyhead. The oil is charged in the invoices at a certain sum per imperial gallon. No oil has been supplied since the year 1834 by the old measure. Previous to that time, if oil was supplied by the old measure it was always marked on the invoices, which was considered essential. Olive oil has been sold for many years to the Post-office by the imperial gallon.

The gallon contains 9 lbs.
The old gallon 7½ lbs.

Were the oil actually measured there would be a surplusage, as the weight they allow to a gallon exceeds the quantity which it would contain if measured.

Mr. Simpson is quite sure that the oil charged in the invoices of the 29th January, 1835, and 1st April, 1835, must have been supplied by the imperial gallon.

Mr. Simpson always shipped his goods by vessels he was authorized to employ by Mr. Banning, the postmaster. (Signed) CUTHBERT SIMPSON.

No. 52.

Statement of John Price and William Parry. Dec. 4, 1835.

No. 52.

John Price, Master of the "Endeavour," and *William Parry*, Master of the "Industry,"

Holyhead, 4th December 1836.

Are both considerable proprietors of the vessels which they command, which have been always employed in the Holyhead and Liverpool trade. There are only three other vessels in the regular Liverpool trade from this port, viz., the "Echo," the "Gleaner," and the "Lord Edward." These three vessels are of the same class, and about the same tonnage as the "Industry" and the "Endeavour," and belong wholly or partly to Mr. Johnstone, the resident engineer.

Since Mr. Johnstone became a proprietor of the Liverpool traders, his vessels have carried all the packet stores, although Mr. Price and Mr. Parry have used every means to get a part of this trade, as there is comparatively little trade besides between Holyhead and Liverpool.

An offer was made to Mr. Goddard, some time ago, on behalf of the owners of the "Industry" and the "Endeavour," to carry the packets' stores on very much lower terms than they have been hitherto conveyed for, and they are willing to renew that offer; at present they are not allowed to carry any of the Post-office stores, which are always reserved for Mr. Johnstone's vessels, although they are many times ready, and might be brought round by the "Endeavour" or the "Industry" a fortnight sooner than they can be from having to wait for Mr. Johnstone's vessels.

(Signed) JOHN PRICE.
WILLIAM PARRY.

No. 53.

Statement of Mr. Evan Lloyd and Mr. Robert Parry.

No. 53.

Evan Lloyd, Commander of the "Prince of Orange," and *Robert Parry*, "Montrose."

The price paid for the coals at the Troon is 9*s.* a waggon-load. Each waggon-load contains 28 cwt. There has been no variation of price for the last eight years. The crew of the sailing vessels receive 3*s.* 3*d.* a ton for freight, of which the master takes five shares, the mate four, and the crew three each. There are four vessels belonging to the Post-office in constant employment carrying coals. They receive all their coals from the Kilmarnock and Gateshead collieries. Have both an opportunity of observing the traders between Liverpool and Holyhead. The "Endeavour" and the "Industry" are both very good vessels of their class, and make quite as successful passages as any of Mr. Johnstone's vessels, with the exception of the "Echo."

(Signed) EVAN LLOYD.
ROBERT PARRY.

No. 54.

Statement of Mr. David Griffith, Dec. 28, 1835.

No. 54.

David Griffith, Foreman of the Shipwrights and Calkers,

Holyhead, 28th December 1835.

States that he was ordered to-day, by Mr. Goddard, to renew the copper on the "Escape's" bottom where it was broken, and to raise the copper all round her six inches. This he did by putting the new copper over the old, without looking at the calking and where he raised the old copper; he put nothing under the new but tar, and did not calk under it.

States that the "Escape" requires calking very much. Griffith was carpenter of the "Escape" about six years ago with Captain Skinner, and says that at that time, which was before her power was increased from 80 to 100 horse, that she strained very much in bad weather, and was considered a very weak vessel. The "Escape," subsequently to Captain Skinner's death, was considerably strengthened at Holyhead.

Griffith would never put copper on any vessel of his own in the manner he did to day to the "Escape," for he would have first taken off the old copper and calked the plank under it; then he would have put felt or paper under the new copper, but he had no order to do so to-day, and, being pressed for time, he patched it up in the way above described.

(Signed) DAVID GRIFFITH.

No. 55.

Statement of Hugh Williams, Dec. 17, 1835.

No. 55.

Hugh Williams, Foreman of the Harbour Works under Mr. Provis,

Holyhead, 17th December 1835.

Has been in the practice of getting occasional supplies of coal, iron, and other things required for the graving dock, gas works, and harbour buoys out of the Post-office stores. Mr. Johnstone, the resident engineer, and Mr. Roberts, the storekeeper, are the only persons to whom Williams applies for anything he may require. Coals have been generally repaid in kind. Smith's coals they repay in money, as the quantity they require is so small that they do not lay in any stock of their own.

Williams keeps a day-book, in which he inserts whatever he receives for the use of the harbour, or gas works. The entries in this day-book marked "G. P. O." show the stores re-

ceived from the Post-office yard. Boiler-plate they have always had from the Post-office yard and smith's coal. Neither Mr. Johnstone nor Mr. Roberts have any coal-yard of their own. Mr. Johnstone has at different times repaired the engine in the graving dock-yard, the boiler, and gate sluices.

No. 55. Statement of Hugh Williams, Dec. 17, 1835.

Williams goes to the stores for any article he requires himself, and is quite sure that nothing is received, without his knowledge, for the harbour works, graving docks, or gas works.

He has examined two bills paid to Rowland Roberts, the storekeeper,—one dated 30th September 1834, for things supplied for the harbour works, amounting to £3. 4*s*. 8½*d*.; the other dated 30th October 1834, on account of the gas works, amounting to 10*s*. 5½*d*. Is quite certain that the articles contained in these bills were received from the Post-office stores.

On comparing the bills now with his own day-book, he finds that they correspond with the exception of one item of two gallons of oil, which he recollects to have received for the dredging machine, although he must have omitted at the time to enter it in his day-book.

(Signed) HUGH WILLIAMS.

No. 56.

No. 56. Statement of Hugh Williams, Dec. 1835.

Hugh Williams, Foreman of the Harbour Works,

Holyhead, December, 1835.

Has had his attention particularly directed to an entry in his day-book of 2 cwt. 1 qr. 14 lbs. of flat bars of iron, received for fastening down the lead on the clock-house roof on the 19th December, 1832. Is quite sure that this iron was received from the Post-office stores, and not from Owen Pritchard.

Hugh Williams cannot positively recollect in whose name the bill for this iron may have been made out. Had it been sent in to Mr. Provis or him, in the name of Owen Pritchard, he would have approved of it, and the bill would have been paid, as Williams had only to refer to his day-book to see if the quantity charged corresponded with the entry there.

There were private transactions between Owen Pritchard and Johnstone, and any bill for stores received from the Post-office yard would have been at once paid to Owen Pritchard, if Johnstone, the resident engineer, gave Williams directions to do so.

The bill made out in Owen Pritchard's name, and dated 31st January, 1832, amounting to £1. 17*s*. 9½*d*., for bar iron for the platters, buoys, and grates, it appears has been paid to Owen Pritchard, although the iron was not got from him, but from Mr. Johnstone's, or the Post-office stores.

Williams has got all his hoop-iron from Owen Pritchard, but very little other iron.

(Signed) HUGH WILLIAMS.

No. 57.

No. 57. Statement of Captains of Holyhead Packets.

Holyhead, 16*th December* 1835.

The captains of the Post-office packets never sign any receipts for the stores supplied for the use of their vessels, but they send quarterly a copy of the mate's pass-book to the agent, signed by themselves. They never receive any receipts for the old stores that are returned to the dock-yard.

There are no accounts kept on board any of the Post-office packets of the receipt and expenditure of stores, nor are the captains ever called upon to make good any deficiency, or in any way to account for what they have received.

(Signed) JAMES DUNCAN, Commander "Dragon."
J. GREY, Commander "Escape."
W. WADLING, Commander of "Cinderella."

No. 58.

Statement of the Mates relative to their Pass-books. Dec. 23, 1835.

Holyhead, 23*d December* 1835.

The mates of the Post-office packets state that their pass-books show a correct account of all the stores drawn for the use of the packets, with the exception of the engineers' stores. They can vouch for their accuracy, as the captain's quarterly return to the agent is made out from their books and strictly compared at the time.

When the packets are undergoing repairs, the materials, with the exception of rope, are not regularly entered in the pass-books. They generally draw all the stores for the use of the vessels, with the exception of the engineers' stores. They never sign any receipt for what they get. When any old stores are restored to the yard, the mates never receive any receipts for them. There are no books of the receipt or expenditure of stores kept on board any of the packets, nor can the mates state what there is on board except from memory.

(Signed) ROBERT WILLIAMS, Mate of the "Dragon."
HARRY PARRY, Mate of the "Escape."
HUGH JONES, his × mark, Second Mate of the "Wizard" (First Mate sick).
OWEN ANTHONY, Mate of "Cinderella."
R. EDWARDS, Mate "Gulnare."
WILLIAM HARRISON, Mate "Harlequin."

No. 59.

Statement of the Engineers relative to their Pass-books. Dec. 20, 1835.

No. 59.

Holyhead, 20*th December* 1835.

The engineers of the Post-office packets state that their pass-books show the quantity of stores supplied for the use of the engine-room, and that they are quite sure of their correctness, except when the steam vessels are under repair; then there is no account kept in the pass-books of the materials used by the workmen, nor have the engineers any means of ascertaining the amount of them.

When files and shovels are required by the engineers they are supplied by an order from the resident engineer, and therefore the pass-books must be correct with respect to the quantity of these materials. White lead and litharge are the only stores supplied for the use of the engine-rooms that are not mentioned in the pass-books.

When any stores are drawn from the dock-yard for the use of the engines of the Post-office packets, the engineers always go for them, but they never sign any receipt for what they get.

When the engineers return any old stores into the dock-yard, they never receive any receipt for them. It is quite impossible to tell what stores there are on board any of the packets in the engineers' department, without getting them all up and taking a list of them. This has never been done. The engineers send monthly to the captains the quantity of tallow, oil, tow, long hemp, white yarn, and film, which they have received during the month from the yard, but they do not send a return of any other articles. They likewise send an account monthly to the captains of all work done to both engines and boilers, with their state and condition.

(Signed) James Harvey, Engineer of the "Dragon."
T. Blundell, Engineer of the "Escape."
Richard Martin, Engineer of the "Wizard."
James Johnston, Engineer of the "Cinderella."
John Wood, Engineer of the "Gulnare."
Thomas Ward, Engineer of the "Harlequin."

No. 60.

Statement of the Masters of the Colliers. Dec. 16, 1835.

No. 60.

Holyhead, 16*th December*, 1835.

The masters of the colliers belonging to the Post-office never sign any receipts for the stores supplied to their vessels from the dock-yard, nor do they ever receive any receipts for what they return into store.

There are no accounts of the receipt and expenditure of stores kept on board any of the colliers, nor can the masters state, except from memory, what stores are on board their vessels. They have no pass-book by which they can ascertain the quantity of stores at any time supplied them from the dock-yard.

(Signed) John Roberts, Master of the "Pelham."
Robert Parry, Master of the "Montrose."
Evan Lloyd, Master of the "Prince Orange.'
John Thomas, Master of the "Countess of Liverpool."

No. 61.

Statement of Captain Duncan.

No. 61.

Captain *Duncan*, Commander of the "Dragon,"

Holyhead Station.

Is of opinion that the morning packet between Holyhead and Kingstown might, without inconvenience to the public service, be discontinued, by which a considerable saving would be effected. The packet which leaves Kingstown harbour at 7 p. m. very rarely fails in arriving at Holyhead before the despatch of the London mail at 4 a. m. The average passage from Kingstown to Holyhead is 7 hours, certainly not more than 7¼, and 9 hours would ensure the packet's arrival at Holyhead with great certainty. Nothing but a heavy gale from the south-east could possibly prevent the arrival of the packets in time, even with their present power, and, of course, with an augmented power and superior class of vessel, there would be still less risk of any irregularity. Passengers would not, by any means, find any inconvenience from crossing in the night, as they would give a decided preference to the evening packet. Not one in ten arriving by the mail wait for the morning packet. The morning packet frequently leaves without any passenger. Such a thing very rarely occurs with the night packet. Captain Duncan does not believe that there would be any diminution of passengers were the morning packet taken off the station. None of the stores supplied for the "Dragon" are under the control of the commander, nor is it expected that he should make any observation as to their quality, although he must necessarily have an opportunity of judging as to whether the articles supplied are of the best description for the service. The commander makes no demand for the articles of ordinary consumption. These are supplied to the engineers, steward, or person applying at the store, for which they account monthly. No receipt is given by any person to the storekeepers for the stores delivered, but an account is made out monthly by the engineer, submitted to the captain, and, upon receiving his signature, returned to the agent.

The oil and tallow is not always of the best quality; that which is at present supplied is very much tainted, and occasions a most disagreeable effluvia on board the vessel. The engineer is not placed under the direction of the commander, nor is the commander allowed to exercise any sort of authority over him. A general order to this effect was communicated

by the agent for the guidance of the commanders on the station. If the engineer chooses even to refuse to go to sea, the captain has no means of compelling him. The agent, of course, exercises an authority over every officer at Holyhead, but were a difference of opinion to arise between the commander and engineer at Kingstown, as to the propriety of putting to sea, there is no one to appeal to.

No. 61.
Statement of Captain Duncan.

About five years ago a general order was issued to the commanders not to back the engines on coming into harbour, and to stop the engines before coming in. Had this order been attended to, it would have been quite impossible to keep the steamer coming in from running foul of the vessel ahead of her at the moorings. Captain Duncan never attempted to comply with this order, as the commander was held liable for any damage done to the vessel, and he was well convinced of the impossibility of preventing an injury to the packet he commanded had he adhered to the order. It would have been frequently quite impossible to bring the packets into harbour at all had they obeyed this order. The "Dragon" got enlarged cylinders about six years ago, previous to which Captain Duncan thinks he made quite as good passages as she has ever since.

The present arrangement of having the packets repaired at Holyhead is very objectionable. No duplicates of any part of the machinery are kept, and when they are required, it is necessary to bring them from Liverpool or Soho.

(Signed) JAMES DUNCAN.

No. 62.

No. 62.
Statement of Capt. G. E. Davis, Nov. 18, 1835.

Captain *George Evan Davis*, Lieutenant R. N., Commander of the "Gulnare" Post-office Packet,

Holyhead, 18*th November* 1835.

Has been a commander of a Post-office steam packet 10 years on the Holyhead station; is of opinion that Howth harbour is not available for the present packets for want of water and space, and that the Liverpool packets could not get in or out at low water. The "Gulnare" draws 9 feet 6 inches, but the other Holyhead packets draw about 8 feet 6 inches. Captain Davis is of opinion that the morning packets from Holyhead to Kingstown might be dispensed with, and that four powerful steamers, well fitted up with good accommodation for passengers, would be quite sufficient to perform the duty of the station, and most materially diminish the expenses of it. The only coach arriving at Holyhead in the morning is the Chester mail, which brings very few passengers for the packets, and therefore he is quite confident that no private steam company would take up the morning conveyance thus given up by the Post-office packets, or attempt to compete with them in any way on their own ground.

There are six steam packets at present on the Holyhead station besides the "Royal Sovereign" steamer and "Iris" sailing cutter, lying in ordinary, and for what purpose, he is not aware. The "Iris" has been lying there doing nothing for the last 10 years, to his knowledge. He is not aware of the "Iris" or "Royal Sovereign" ever having been employed in bringing stores from Liverpool for the dock-yard. Captain Davis is of opinion that the situation in which steam packets lie at Holyhead to receive boilers and undergo repairs is highly ineligible, inasmuch as they ground twice a-day, and there is, under certain circumstances, a heavy swell rolling in at that part of the harbour.

The Post-office dock-yard is very inconveniently situated with respect to the graving dock at Holyhead, it being at the opposite side of the harbour,—which occasions a great loss of time in passing over materials and workmen by the boats.

(Signed) GEORGE E. DAVIS.

No. 63.

No. 63.
Statement of Captain Davis and Captain Owen, Nov. 20, 1835.

Captain *George Davis*, Lieut. R.N., Post-office Packet "Gulnare."

Holyhead, 20*th November* 1835.

The "Gulnare" is 306 tons burden, and has two 50-horse power engines.

The Liverpool packets "Ætna" and "Comet" are 300 tons burden, and have two engines equal to 170-horse power.

Captain Davis is of opinion that the "Gulnare" might have an increase of power by adopting the same plan as has been done with the Liverpool vessels and others,—namely, increasing the cylinders and the weight on the valves. This would neither be attended with much expense, nor alter the draught of water of the "Gulnare," but it would considerably improve her speed in bad weather, and make her the best steam vessel in the Post-office service.

He has been connected with steam navigation, as owner, agent, and commander, during the last fourteen years. He has commanded, at various periods, several of the contract-built Post-office steam packets, and is of opinion that the "Gulnare" and the other vessels built in the King's yards will considerably outlast the contract-built packets.

He is not aware that Mr. Goddard, the postmaster and packet agent at Holyhead, ever commanded a steam vessel. Neither he nor any of his officers ever give a receipt for the stores at the time of their delivery on board the packet, but the commanders send quarterly to the agent a copy of the pass-book in which the stores are entered.

He considers it his duty to pay every attention to the economical expenditure of the stores

No. 63.

Statement of Captain Davis and Captain Owen, Nov. 20, 1835.

on board his vessel, but he does not consider himself responsible for the security and safety of them as he would were he employed in the Royal Navy. He knows of no instance wherein a captain of a packet has been called upon to make good any deficiency. The supply being only of articles in immediate substitution for those worn out, no spare ones are on board, the engineers' department excepted, whose sea stock of tallow, oil, &c., is of small amount.

(Signed) GEORGE E. DAVIS.

Captain Edward Owen, Commander of the "Wizard," has read the above statement of Captain Davis, and perfectly agrees with him. Captain Owen is a lieutenant in the Royal Navy, and has commanded steamers for 13 years.

(Signed) E. OWEN.

No. 64.

Statement of Captain Davis, Dec. 3, 1835.

No. 64.

Captain *Davis*, Commander of the "Gulnare."

Holyhead, 3d December 1835.

The "Gulnare" was fitted out at Chatham, under the superintendence of Captain Davis, in the beginning of last year. The engines were put in at Blackwall, and the upholstery supplied by tradesmen there. All the tradesmen's bills were sent to Captain Davis to be certified by him, but he knew nothing of the charges of the dock-yard for building it. The items in some of these bills appeared to be very extravagant. He of course considered it his duty to remark on each item which he considered overcharged, in order that the Post-office might not pay more than the usual price. The original bills will show more accurately what those items were than he can from his recollection, as he has no copy of the bills. Captain Davis cannot say whether those remarks were attended to, or if any deductions were made in the bills before they were paid.

In consequence of a letter from the Secretary to the Post-office, he procured estimates in Dublin and Holyhead of the prices for which the articles he conceived to be overcharged in the original bills could be supplied. Those estimates proved the accuracy of his opinion, which he would not have ventured to express without some previous knowledge as to the customary prices of such articles. For some years previous to entering the Post-office service, Captain Davis had been connected with private steam companies, as proprietor, commander, and agent.

The bill for pilotage was one which he thought overcharged. The bill for shipwrights, joiners, smith, &c., (Fletcher and Fearnall,) he thought overcharged, the *whole* of *that* might have been saved, and two months or more of delay, if the engines had, according to Captain Davis's suggestion, been put in at Chatham dock-yard.

(Signed) GEORGE E. DAVIS.

No. 65.

Statement of Captain Grey.

No. 65.

Captain *Grey*, Commander of the "Escape."

The steamers at present employed on the Holyhead station are very well calculated for the conveyance of the mails, and at the same time afford good accommodation for passengers. The Liverpool packets that Captain Grey has had an opportunity of being in company with, viz., the "Thetis" and "Dolphin," are decidedly faster than the "Escape," but would not be so well calculated for this station as the "Escape," inasmuch as the "Escape," being a shorter vessel, is handier for the harbour of Holyhead. A vessel about 300 tons, with engines of 140-horse power, would, in Captain Grey's opinion, be of a class exceedingly well suited for this station; such a vessel would afford ample accommodation for passengers, and convey the mails with greater despatch than at present.

The "Escape," which Captain Grey commands, was built at Harwich, and has been on this station since 1826. Believes her to be built of good materials, and considers the work in that ship as good as he ever saw. She has a great deal of fir plank, which is objectionable in point of strength, although it has the advantage of being lighter than the other. The stores required for the engine room are supplied without any demand from the commander, and are in no way under his control.

The commander signs a monthly return of the stores consumed in the engineer's department. The commander takes it for granted that the stores comprised in the engineer's return have been received on board and properly applied by him.

Captain Grey considers the engineer entirely under his control when the vessel is at sea, and bound to obey his orders, even supposing the engineer to have a different opinion from the commander in cases where a repair to the machinery or boilers may be necessary.

There is no female steward on board the Holyhead packets. Captain Grey does not think there should be a female attendant. The stewards receive no salary, and are entirely dependent on passengers. They very frequently receive nothing from passengers. Does not think they ought to have a salary unless the fees were abolished.

(Signed) J. GREY.

No. 66.

No. 66.
Statement of Captain Grey, and Hugh Hughes, Dec. 7, 1835.

Captain *Grey*, of the "Escape."

Holyhead, 7th December 1835.

Has been 36 years in the Post-office employment, and has commanded a steam vessel since April, 1824. Has commanded, at different periods, the "Harlequin," "Cinderella," "Aladdin," "Sovereign," "Ivanhoe," "Vixen," "Meteor," "Wizard," and "Escape." When in command of the "Vixen," he was obliged to leave her and give her up to the senior officer, she being the best vessel then on the Milford station. Captain Grey states that from the superior construction of the "Vixen," she having been built in a King's yard, he would prefer her to any other of her class, and that were he to purchase a steam vessel for his own use, he would sooner buy one built in a King's yard, than one of the same dimensions, power, and speed, built in a private yard.

Since the "Gulnare" has been on the Holyhead station, Captain Grey has never observed how she was constructed; has been passenger on board of her, but cannot give any opinion of her strength.

The "Escape" is 237 tons burden; she is the vessel that Captain Skinner and his mate were washed overboard from by the bulwarks giving way. They both perished. Captain Grey was not aware that the stanchions on the "Escape's" quarter-deck were only morticed into the shear plank. He knows that Captain Skinner, previous to his death, had represented that the bulwarks of his vessel were too weak, that the cabin deck was not fastened at all, and that there was no shelf-piece for the beams to rest upon, and he believes that to have been the fact.

He has read the evidence of Captain Skinner before Mr. Jephson's Committee of the House of Commons relative to the "Escape" and "Vixen," from question 449 to 466, and, with the following exception, believes them to be quite correct, namely,—

Captain Grey thinks there is more oak in the "Escape" than what is represented by Captain Skinner, although he has never himself inspected her, but he says so from his carpenter's report, and he thinks that the expression of "a dozen of them" requires to be qualified.

(Signed) J. Grey.

Hugh Hughes, Carpenter of the "Escape."

Holyhead, 7th December 1835.

He is quite sure that Captain Skinner's report of the "Escape," and of the quantity of fir and oak in her is correct. He states that her upper work is very weak, and that when a sea strikes her, she shakes like a basket. He was nearly seven years carpenter of the "Aladdin;" does not consider her upper works well fastened. He reported to Captain Grey the quantity of oak that was in the vessel, which accords with Captain Skinner's statement.

Hugh Hughes, his × mark.

Witness, Norris M. Goddard,

Witness, J. Grey.

No. 67.

No. 67.
Statement of Captain Moon.

Captain *Moon*, Commander of the "Harlequin,"

Has been 16 years in the packet service, but did not get the command of a steamer until 1833, having been appointed to the first vacancy, which occurred after the breaking up of the Harwich station. The commanders make no demand for stores supplied for the engine-room, nor have they any control over them. These stores are furnished from the dock-yard, and the only thing they require of the commanders is to sign a monthly return, which is made out at the store. The commander has no means of ascertaining whether this account is correct, as it is not presented to him for his signature until after the articles have been consumed.

The stewards on board the Holyhead packets receive no pay or allowance from the Post-office, which Captain Moon thinks most objectionable, inasmuch as passengers object exceedingly to give the usual fee of 2*s.* 6*d.* to the steward, and 1*s.* to the under-steward. The stewards are not allowed to demand this fee; in fact there is an order to the contrary, and the steward of the "Aladdin" was some time ago dismissed for making a charge in writing, he having done so at the express wish of a passenger. The stewards are liable to some disbursements. They are obliged to wash the linen, and keep up the stock of crockery on board. The emoluments which they derive from anything consumed by passengers are very trifling.

Captain Moon considers the present Post-office packets by no means of the best description for this station. He would recommend vessels of the same class and power as those on the Liverpool station, which might be built with flat bottoms, so as not to have a greater draught of water than the present packets. They would, by this means, be enabled to save not less than an hour, on an average, in the passage between Holyhead and Kingstown, and have much better accommodation for passengers. Captain Moon is not aware of any orders which were issued for the guidance of the commanders previous to his removal to this station in

No. 67.

Statement of Captain Moon.

1833. He received no copy of any instructions from the agent on coming here. Never attempted to bring his vessel into the harbour without backing the engines, and considers that it could not be done without danger. The "Harlequin" had new boilers put in in April last. She had originally two engines of 40-horse power each. The cylinders were subsequently enlarged, so as to make her engines equal to 100-horse power.

The orders that have been issued by the agent during the time Captain Moon has been on the station have been shown to him, but he got no copy of them, nor had he an opportunity of taking a copy himself. Were Captain Moon to receive an order not to back his engines on coming into harbour, he would consider it too ridiculous to comply with. In fact, it would be impossible to obey such an order without endangering the safety of the vessel.

At Kingstown harbour there are five moorings set apart exclusively for the Post-office packets. Vessels of war only may take up these moorings. It has always been the practice of the Post-office packets to take up any other moorings, if they found them more convenient. Within the last few weeks an order has been issued by the agent to make a note in the log-book, in case of a packet taking up any other moorings than the five set apart for them. Captain Moon is not aware of any regulations having been issued by the harbour-master at Kingstown. He has only once received any assistance from the harbour-master's boat.

At Howth, the harbour-master's boat was in constant attendance, and rendered great assistance to the packets. The same thing is done by the harbour-master at Holyhead. Captain Moon considers it to be the duty of the harbour-master to render assistance in mooring the vessel. This the harbour-master never will do at Kingstown, although it would be, at times, of great consequence, and enable the mail to be forwarded, under certain circumstances, half an hour before it can now be done for want of this assistance.

Captain Moon recollects starting from Holyhead with the London mail on board the "Harlequin," about 12 o'clock on March last. Captain Jarvis started minutes later, with the Chester mail of that day, on board the "Gulnare." The "Gulnare" arrived in Kingstown harbour about 35 minutes before the "Harlequin," and had just sufficient time to take up her moorings when the "Harlequin" arrived; and, consequently, the packet wherry was obliged, before going ashore with the Chester mail, to go to the assistance of the "Harlequin." Had the harbour-master's boat been there to assist in mooring the vessels, the packet wherry could have taken the mail ashore without any delay. If Captain Moon had arrived first, he would have done exactly as Captain Davis did, and the mail would have been delayed in the same manner. The weather was such on their arrival at Kingstown that it would not have been safe to send the mail ashore in the "Gulnare's" small boat. It would have taken at least an hour to have launched the cutter.

(Signed) Jas. P. Moon.

No. 68.

No. 68.

Statement of Captain Owen.

Lieutenant *Owen*, R. N., Commander of the "Wizard,"

Holyhead, 11th December 1835.

Entered the Post-office service in 1831, but had been for upwards of eight years previous to that time in command of merchant steamers. Does not consider himself in any way responsible for the stores consumed on board his packet at Holyhead. Has had considerable experience, which enables him to judge of the quality of articles of ordinary consumption in steamers, having for some time been in the habit, when in command of a steamer on the Liverpool station, of reporting any article sent on board which he considered of inferior quality.

The only tallow fit for use in a steamer is the hard Russia tallow, which is quite free from grit. Had his attention directed yesterday to the tallow in use on board the "Wizard," which he considers bad, and such as the engineer could not use without injuring the engines, unless he had previously melted it to get rid of the grit. Does not think that the tallow they have is Russia tallow, it being quite yellow.

Captain Owen is of opinion that the best class of packets for this station would be a vessel of about 300 tons burthen, with not less than 120-horse power. The harbour at Holyhead would admit of a steamer of this capacity, as it would not be necessary to give much additional draught of water. With such packets an hour would, in all probability, be saved in the passage, and the additional comfort to passengers would be very great. At present the accommodation, especially for ladies, is very inferior. Very little attention has been paid to their comfort, and the Holyhead packets do not even carry a female steward, which every merchant vessel taking cabin passengers does. There can be no doubt that the number of passengers by Holyhead would greatly increase, were the same pains taken to make them comfortable here that is done by private companies on other stations who have an interest at stake. Captain Owen has frequently heard passengers say that they now greatly prefer the Liverpool packets on account of their superior accommodation.

No. 69.

No. 69.

Statement of Captain Wadling, Dec. 11, 1835.

Captain *Wadling*, Commander of the "Cinderella,"

Holyhead, 11th December 1835.

Has been on the Holyhead station since the 5th of November, 1832. Had not commanded

No. 69
Statement of Capt. Wadling, Dec. 11, 1835.

a steamer before that time. Does not know much about the quality of engineers' stores. Looked at the tallow yesterday; it appeared to be of the same sort as they always get on board. It does not look at all like Russia tallow; which is decidedly better. Had he got such stuff on board of a vessel belonging to himself he would have sent it on shore. He has often remarked to the engineer what an offensive smell his tallow and oil produced in the vessel, and was informed by him that he could get no better, there being no other in store.

Captain Wadling concurs in the opinions expressed by Captain Owen in his statement, but would prefer a vessel of still larger dimensions and power than that which Captain Owen describes, *viz.*, one of about 350 tons, with engines of 180-horse power. In good weather they would, with such a vessel, make the passage in an hour and a half less than they now do; and in the winter time, with boisterous weather, would frequently save four or five hours. There is not a doubt that if vessels of this class were put upon the Holyhead station, passengers would greatly prefer this route to any other, particularly in the winter time. There ought, most decidedly, to be a female steward.

In case of any complaint being made by the captain or any of the crew of a Post-office packet, it has been the practice ever since Captain Wadling came on the Holyhead station, for the agent to come on board the packet and investigate the case before the commander, mate, and all the parties concerned. Captain Wadling had occasion to report Johnstone, his present engineer, for drunkenness; when the agent took the first opportunity of coming on board the "Cinderella," severely reprimanded Johnstone, and threatened to dismiss him if ever he was again reported for drunkenness.

In case Captain Wadling had to purchase a vessel for himself, he would greatly prefer, if he could, having her from the Government dock-yard, even if he was obliged to pay considerably more for her.

(Signed) W. WADLING.

No. 70.

No. 70.
Statement of Commanders of Post-office Packets, as to the ordinary means for extinguishing Fire on board Steam-vessels, Jan. 10, 1836.

Holyhead, 10*th January* 1836.

We, the undersigned, commanders of the Post-office packets on the Holyhead station, declare, that the ordinary means of extinguishing fire on board steam-vessels, by having a branch pipe and hose from the forcing feed-pump in the engine-room, is not adopted in any of the vessels we command, notwithstanding the following packets having been on fire, as stated below, *viz.*:—

The "Dragon" three times, and once nearly destroyed.

The "Harlequin" would have been destroyed had the fire not been extinguished by the crew of a yacht at Kingstown.

The "Wizard" once.

The coal by being placed against the boiler, occasioned most of those melancholy accidents, as proper precaution was not used in leaving a passage, however small, between the coal-boxes and the smoke joints of the boilers.

There is not, at present, any code of signals on board of the Post-office steam-packets under our command. When we had vessels of our own, maintained at our expense, we always kept them supplied with signals of every description we could obtain; and, for our advantage, we spared no expense in their equipment, to render them safe and efficient.

We also beg leave to observe, that there is no regulation that we are aware of respecting the seniority of the commanders in the service of the Post-office; and that we think the system adopted of sending a commander from one station where he might have been the senior officer, to another where he must act as junior, (although his length of service might exceed that of all the commanders on that station put together,) is very unsatisfactory.

(Signed) W. WADLING, Commander of the "Cinderella."
JAS. P. MOON, Commander of the "Harlequin."
J. GREY, Commander of His Majesty's packet "Escape."
JAS. DUNCAN, Commander of the "Dragon."

The "Gulnare" steam-packet, commanded by Captain Davis, (Lieutenant R. N.,) which vessel was built by the Admiralty, and fitted out in the river, has a branch pipe fitted to the force-pump in the engine-room, but has not been supplied with a hose at Holyhead. The "Gulnare's" coal-boxes are fitted with an open space between them and the boilers. The "Gulnare" has never been on fire. The "Gulnare" has not been supplied with signals, although Captain Davis asked the agent (Mr. Goddard) for a code.

(Signed) GEO. E. DAVIS, Commander of the "Gulnare."

No. 71.

No. 71.
Statement of Mr. Johnstone, Nov. 17, 1835.

John Johnstone, Resident Engineer.

Holyhead, 17*th Nov.* 1835.

Has been on the Holyhead station since 1821, having in that year entered the service of the Post-office as engineer of the "Sovereign." On the increase of the steamers on this station from two to four vessels, Mr. Johnstone remained on shore, and became resident engineer. The permanent establishment, under the control of Mr. Johnstone, consists of—

7 Engine-fitters.
14 Boiler-makers.

No. 71.

Statement of Mr. Johnstone, Nov. 17, 1835.

5 Smiths.
8 Labourers to assist the boiler-makers.
2 Labourers for fitting-shop.
3 Apprentices.
7 Smiths' labourers.
2 Nailers.

The number of persons occasionally employed in the engineer's department varies from six to thirty. The masons at present employed in the dock-yard, constructing a foundation for a mill, are under Mr. Johnstone's superintendence. When Mr. Johnstone first became resident engineer there were only two persons employed besides himself in repairing the engines of the packets.

The whole of the iron in the dock-yard in the hands of the workmen is under the charge of the resident engineer. The brass-work is also entirely intrusted to him, as well as the scrap or old iron.

All demands for materials required in the engineer's department are made by the engineer, and supplied from Liverpool, the demands being forwarded to the iron-masters by the agent. The old iron is sold at Liverpool to the persons who supply the new iron, who allow the full value in exchange: it is sent round in small coasting vessels, having been previously weighed by the resident engineer, who gives an account of the quantity put on board to the agent. The resident engineer sets apart for sale whatever he conceives unfit for the service. When anything for the engineer's department is required very expeditiously from Liverpool it is carried over to Kingstown by the Liverpool packet, and brought here the same day by the Holyhead packet. There is no expense in conveying stores in this manner by the Post-office packets. All the packets coming to be repaired at Holyhead must lay aground alongside the pier, which is dry at low-water, and be subject to striking the ground each tide in blowing weather, when a heavy swell sets into the harbour. If the packets were placed in the dry-dock, which is on the opposite side from the workshops, there would be great inconvenience and loss of time in conveying the materials and workmen across the harbour. All repairs required for the machinery and boilers of the Post-office packets on all the stations, with the exception of Dovor, are executed here under the direction of Mr. Johnstone. Mr. Johnstone served his time as a millwright and fitting engineer to Messrs. David Napier and Carter of Glasgow. All improvements and alterations in the engines and boilers of the Post-office packets are done at Mr. Johnstone's suggestion, with the approval of the Postmaster-General. Mr. Goddard, the postmaster and agent at Holyhead, never commanded a steam-vessel. There is no watchman at the dock-yard gate during the night, and there are only three persons who keep a key of the outer gate, namely, the agent, the storekeeper, and the resident engineer. All iron, brass, and copper for repairs of the steam-packets is taken out of the dock-yard by a pass to the gatekeeper, from Mr. Johnstone.

Since larger cylinders were placed in the Holyhead, Liverpool, and Portpatrick steamers, increasing their power, Mr. Johnstone has not heard of any accident occurring to the framing of the engines, except in the "Aladdin," where both cross heads were broken, but they were made of cast-iron. Although the Liverpool vessels have been increased from 140 to 175-horse power, the Holyhead packets from 80 to 100-horse power, and the Portpatrick vessels from 40 to 50-horse power, the boilers of the different vessels have not been increased in size, but, on the contrary, when new ones were required, they were made, if anything, smaller than the old ones: but in order to produce steam, to meet the increased consumption, the valves of the boilers were loaded from 3½ lbs. to 6½ lbs. pressure on the square inch of the boiler. By this means steam of a more highly elastic nature was generated, and by altering the slide valves a smaller quantity of it was made use of. By this operation, connected with heightening the flues, the boilers were made to produce abundance of steam, and of a highly elastic nature. Mr. Johnstone has heard of no accident occurring since these alterations of loading the valves took place, which were effected in the Holyhead packets in 1830.

Experiments have been made to ascertain whether any increase in the expenditure of coal was occasioned by thus altering the cylinders, and creating a more highly elastic steam. The result was, that about one bushel and a half an hour (or 100 lbs. of coal,) more than formerly, was consumed by the Holyhead packets, with improved cylinders; but their speed was improved, particularly in bad weather.

No. 72

Statement of Mr. Johnstone, Dec. 5, 1835.

No. 72.

Mr. *Johnstone*, Resident Engineer.

Holyhead, 5th December 1835.

Mr. Johnstone is never consulted with reference to the general orders which may be issued for the guidance of the commanders in matters connected with the engines. He is applied to only when repairs may be required. The commanders always back their engines on coming into harbour, and it would be, in many cases, impossible to come in without doing so. Never saw a packet come in without backing, unless the engine was disabled; in which case they would let go their anchor.

Mr. Johnstone inspects the engines on board all the packets very frequently, and reports to the agent if anything is amiss. In case of an engineer being drunk while on duty, Mr. Johnstone has no doubt the agent would discharge him; and Mr. Johnstone thinks he ought to be discharged. Mr. Johnstone is in the habit of occasionally taking out part of the stores under his charge, for his own use. He does not receive any written authority from the agent for

No. 72.
Statement of Mr. Johnstone, Dec 5, 1835.

doing so, but mentions to him that he means to take such a quantity of iron, and receives the sanction of the agent. Whatever iron Mr. Johnstone takes out for his own use is weighed by the yeoman of the stores: a pass is then given for it, signed by the storekeeper.

Mr. Johnstone orders whatever brass castings or cast-iron may be required when patterns are sent; not otherwise. Mentions to the agent his intention of ordering these articles; receives his assent, but no written authority for doing so. The bills sent with these articles are signed by Mr. Johnstone before they are paid. Is not aware whether any discount is allowed on these bills. It is not the practice to receive discount upon machinery of any description. All the iron is brought from Liverpool in vessels, of which Mr. Johnstone is a principal owner. Is not aware whether the iron could be brought round cheaper in other vessels. His vessels bring all the other stores as well as the iron. They are employed because they are better found, more seaworthy, and faster sailers than any other vessels in the trade. When any castings are required for the store, which it is necessary to have expeditiously, they are brought in the Post-office steamers from Liverpool to Kingstown, and thence to Holyhead.

Mr. Johnstone has never been referred to to give an opinion with respect to the power of engines best calculated for this station: considers the "Gulnare" very deficient in power; she has now two engines of 50-horse power each. Mr. Johnstone would have recommended not less than two engines of 65-horse power each, had he been consulted when the vessel was built. This would have made her faster under all circumstances; in bad weather it would have made a difference of a mile and a half an hour. Mr. Johnstone does not inspect the stores supplied from Liverpool for the use of the engines. Has only on one occasion been applied to for his opinion: this was as to the quality of some tallow which he reported unfit for use. There was about cwt. of it. It was excessively bad, with a most disagreeable smell, and totally unfit for use.

Since the "Gulnare" has come upon this station, the "Royal Sovereign" has had no Post-office duty; she went round for six weeks to Milford this summer, while one of the Milford packets was under repair. The other three Milford packets were at that time, Mr. Johnstone believes, in very good condition, and must have been equal to the duty in the summer, as three packets have very frequently performed the duty there in the winter season. The "Royal Sovereign" has been offered for sale in London: she is worth about £2,000. The "Iris" cutter, now lying in Holyhead Harbour, may be worth about £250; not more than that sum. She might be employed in the Irish trade, but is not fit for anything else.

Mr. Johnstone never received more than £4 or £5 for anything supplied to vessels, or for any repairs executed by him. Has occasionally employed the smiths in the dock-yard, on his own account, at after hours. Brought his own iron from Liverpool, and was allowed to work it up in the stores: had the authority of the Postmaster-General for so doing. A bill was paid to Mr. Johnstone by the owners of the "Wakefield," for stores supplied from the dock-yard. The total amount of this bill ought to appear in the storekeeper's books. He never keeps any books or accounts, and recollects nothing about the amount of bills that may have been paid him.

When the "Cintra" was fitting out, made hod-caps and two davids for her out of his own iron in the dock-yard. Nothing was paid to the storekeeper upon this; about £15 or £16 was paid to Mr. Johnstone.

(Signed) JOHN JOHNSTONE.

No. 73.

No. 73.
Statement of John Wood, Dec. 9, 1835.

John Wood, Engineer of the "Gulnare."

Holyhead, 9th December 1835.

Has been 12 years in the service of the Post-office as an engineer, and had been previously an engineer in the merchant service, and regularly brought up to the business. The tallow now in use on board the "Gulnare" is fully as good as any they ever had. They have been supplied with a great deal worse, and Wood has frequently represented to Captain Davis, that both the oil and tallow were of the worst quality, and quite unfit for the engines. His representations have had no effect. The tallow at present on board is quite different, both in colour and quality, from the best Russia tallow.

When Wood was in the merchant service they were always supplied with the best Russia tallow for their engines, and he has never seen, either for land or marine engines belonging to private individuals, any other than the best tallow used. There can be no doubt that it is the most economical plan to use both the best tallow and the best oil for engines, although it has never been the custom to give either good tallow or good oil from the Post-office stores. When the "Gulnare" was fitting out at Chatham they got some tallow from the Government dock-yard there; it was thoroughly good Russia tallow, and one pound of it well worth two pounds of the tallow they get at Holyhead. If Wood had an engine of his own he would not use the tallow he is obliged to make use of now. The smell from the engine-room, produced by the oil and tallow, is exceedingly offensive. There would be no disagreeable effluvia from either good oil or good tallow. Does not know what may be the contents of the measure used at the Post-office dock-yard. When a gallon of oil is given to him, or two gallons, it is served out in the gallon measure.

(Signed) JOHN WOOD.

No. 73.

Statement of Thomas Ward.

Thomas Ward, Engineer of the "Harlequin."

Agrees with John Wood, with respect to the quality of the oil and tallow used on board the packets, but thinks the oil he has got now is pretty good: at times it has been exceedingly bad.

(Signed) THOMAS WARD.

Statement of James Harvey.

James Harvey, Engineer of the "Escape."

Agrees with Wood and Ward, with respect to the oil and tallow. Captain Grey has often remarked to Harvey on the disagreeable smell of his engine-room. Harvey replied, there was no use in his complaining, as he could not get better.

(Signed) JAMES HARVEY.

No. 74.

Statement of John Wood.

No. 74.

John Wood, Engineer of the "Gulnare."

There has been no alteration made in the machinery or paddle-wheels of the "Gulnare" since she came upon the station, but a slight addition of weight has been put upon the safety-valves to increase the pressure of steam to three pounds and three pounds and a quarter on the square inch. He is not aware of the pressure in the other packets, but he knows that Bolton and Watt never put more pressure on the valves than two pounds and three-quarters on the square inch. Would consider a pressure of seven or eight pounds on the square inch very high for low-pressure boilers. The diameter of the wheels of the "Gulnare" is 15 feet; the length of stroke, $3\frac{1}{2}$ inches; diameter of cylinder, $39\frac{5}{8}$ inches; diameter of air-pump, 21 inches.

(Signed) JOHN WOOD.

No. 75.

Statement of William Blundell, Dec. 7, 1835.

No. 75.

William Blundell, Engineer of the "Dragon."

Holyhead, 7th December 1835.

The "Dragon" is very weak in the upper-works; shakes a great deal when the engine is in motion, thereby tending to the derangement of the machinery and pipes. Has read Harvey's statement, and quite agrees with him in what he says about the inferiority of the engineer's stores. The tallow they use for the engines is not Russia tallow, but very offensive in smell; of a yellowish colour and soft consistency. The oil is very inferior to any that he ever saw used on the Dovor station, where he was fireman for ten months. The oil is measured at the store. He was aware, ever since he first came here, that the quantity measured out to them as a gallon was considerably less: mentioned this frequently to the yeoman of the stores, but the thing was never attended to, until just previous to the arrival of Captain Evans and Mr. Gardiner at Holyhead. The way that he discovered that he received small measure, was by taking a three-gallon jar to the store, which he found, after he had three gallons put into it by the store measurer, was not nearly full, but would have held at least a gallon more. Signed a receipt for the quantity the yeoman asserted he had received; although he knew the quantity was incorrect, was unwilling to make any representation on the subject to any person but the yeoman.

(Signed) W. BLUNDELL.

I have heard Blundell, who is engineer on board my packet, make the above statement, and have not the least doubt it is correct.

JAMES DUNCAN.

No. 76.

Statement of Richard Martin, Dec. 10, 1835.

No. 76.

Richard Martin, Engineer of the "Wizard."

Holyhead, 10th December 1835.

Has not been brought up as an engineer. Was formerly a seamen in the packet service. Does not know much about the quality of oil and tallow. The tallow he saw used in London for engines, when there with the "Wizard," was white, hard, and much superior to what they get at Holyhead, which he has been always obliged to melt, in order to get rid of the grit, and to prevent it from ruining the engine. The oil he has now on board the "Wizard" is exceedingly offensive in smell, but it is by no means so bad as he has had sometimes. He never made any representation of the bad quality of it, because he did not believe he would have got any better. The oil he receives is always served out in a gallon measure, not in a half gallon measure. He goes for it himself. The weight on the valves of the "Wizard" boiler is equal to $6\frac{1}{2}$ lbs. upon the square inch.

(Signed) RICHARD MARTIN, Engineer.

No. 77.

No. 77.
Statement of James Harvey, Dec. 7, 1835.

James Harvey, Engineer of the "Escape."

Holyhead, 7th December 1835.

The tallow generally used is yellow and soft; it is not very bad tallow, and that is all he can say for it. Has seen it gritty, and been obliged to melt it consequently. The oil is very good; it is not the best oil, but the only oil they have ever used here. Has not complained of the tallow from a fear of exciting the ill-will of the authorities. If Harvey had seen any disposition to give redress, he would at once have reported that he was receiving stores of inferior quality on board. JAMES HARVEY.

No. 78.

No. 78.
Statement of George Greenough, Dec. 26, 1835.

George Greenough, Engineer and Foreman of the Fitting Smiths.

Holyhead, 26th December 1835.

George Greenough has been employed eight years and a half at the Post-office stores at Holyhead. Previous to going there, he was employed at Messrs. Bolton and Watt's establishment at Soho. He served his apprenticeship as a smith and fitter at Aigh Iron Works, near Wigan, Lancashire, under Messrs. Lindsay and Co.

States that he made and fitted up, with the exception of the castings, the two-horse engine employed at the Post-office stores. The castings were brought there by Mr. Johnstone, the resident engineer; but the remaining parts of the engine were made out of the Post-office materials by Greenough and the smiths. Mr. Johnstone never made any part of it, nor has he, to Greenough's knowledge, ever handled a tool to work with during the whole time Greenough has been at Holyhead. Greenough states that if Mr. Johnstone told Mr. Gardiner or Captain Evans that he, Johnstone, made the small engine himself, he told what was not true.

Greenough cannot say whether Mr. Johnstone is a workman or not, as he never saw him do anything, all the work being done by Greenough himself and the men under him in the engineers' department. (Signed) GEORGE GREENOUGH.

No. 79.

No. 79.
Statement of Joseph Green, Dec. 19, 1835.

Joseph Green, a Fitter of Engines,

Holyhead, 19th December 1835.

Served his time, as an articled apprentice, to Messrs. Bolton and Watt, at Soho, where he was for about ten years. He understands drawing out plans of all parts of engines and boilers. Has been employed for many years erecting engines at different places on his own account: has erected several for Messrs. Bolton and Watt, and other manufacturers, in different parts of England. Has been employed the last seven years at Holyhead, and never saw the resident engineer, Mr. Johnstone, make any drawing. Has executed all the drawings for Mr. Johnstone at Holyhead. Does not think Mr. Johnstone, the resident engineer, could make a drawing like those in the office. Joseph Green has always been in the habit of calculating the contents of the boiler, and performing all the scientific work for Mr. Johnstone. Does not think Mr. Johnstone capable of conducting any scientific work.

States that if Mr. Johnstone told Captain Evans or Mr. Gardiner that the drawings in the Post-office yard of the engines and boilers of the packets were done by himself and not by Joseph Green, that he, Mr. Johnstone, said what was not true. Joseph Green is of opinion that every Post-office packet should be examined by the resident engineer at the end of her voyage, and see that everything is in perfect order, and that, through the ignorance or carelessness of those on board, defects should not be allowed to increase. This has never been the custom at Holyhead, and Green thinks that where so much depends on the regularity of the packets, such precaution should never be omitted. (Signed) JOSEPH GREEN.

No. 80.

No. 80.
"Dragon," Account of Stores, Dec. 19, 1835.

"DRAGON."—ACCOUNT of STORES for 1835, not entered in Pass-books, but charged by the Storekeeper against the Vessel.

February	14.	6 lbs. of moulds.
March	14.	1 file for engine-room; 12 lbs. of tar.
	20.	17 lbs. of rope for deck.
	26.	1 pair of brass hinges; 12 iron screws.
April	6.	2 signal balls, ½ lb. of sewing twine, engine-room.
	23.	4 lbs. of mop thewes for deck.
	28.	3 files for engine-room.
May	5.	3 lbs. of rope more than charged in pass-book.
	15.	3 mast hoops.
	25.	84 lbs. of rope, horse-tackle fall; 100 blank journals.
June	7.	3 files for engine-room.
	25.	½ lb. of copper nails; ¼ lb. of ; 3 lbs. of iron nails for boat.

No. 80.

"Dragon," Account of Stores, Dec. 19, 1835.

July	8.	4 brass plates, 3 cwt.; 77 lbs. for .
August	1.	10 lbs. of pitch.
	3.	2 lbs. of nails.
September	24.	1 foresail and 1 mainsail.
October	23.	1 gallon of black varnish.
	26.	8 fire-bricks for engine-room.
November	27.	8 copper screws.
	28.	2½ lbs. of leather for ; 5 lbs. of tar for galley.

No. 81.

"Cinderella," Account of Stores, Dec. 18, 1835.

No. 81.

"CINDERELLA," for 1835.—ACCOUNT of STORES not entered in Pass-books, but charged by the Storekeeper against the Vessel.

January	7.	7 lbs. of tow for galley.
	31.	2 lbs. of suet; 2 shovels.
February	9.	2 lbs. of iron nails.
	10.	¼ lb. of wick for galley.
	16.	1 gallon of sperm, and 1 gallon of seal oil, and galley.
March	6.	12 lbs. of soap; ½ lb. of bees' wax for spray cloth.
	19.	3 cwt. 2 qrs. of boiler plate.
	25.	1 cwt. 21 lbs. of boiler plate for repairing boilers.
April	15.	2 lbs. of iron nails.
June	20.	2 yards of canvass, &c.; joints.
July	3.	12 lbs. of copper nails for repairing boat.
	15.	2 lbs. of iron nails.
	31.	3 lbs. of nails.
August	3.	2 sheets of felt.
	5.	72 yards of canvass.
September	4.	12 new pillow-cases for cabin-beds.
	9.	1 lb. of iron nails and 1 file.
	14.	3 gallons of black varnish more than stated.
	28.	6 lbs. of tow.
October	3.	4 sheets of copper (34 lbs.) for cabin funnel; ½ lb. of nails.
	5.	7 lbs. of tow for engine-room.
	6.	1 file for engine-room.
	7.	4 lbs. of sheet lead, and ¼ lb. of compo nails for
	8.	½ lb. of nails.
	15.	3 lbs. of mop.
	19.	¼ of a quire of sand-paper.
	24.	2 pair of brass hinges and 18 iron screws for captain's captain.
	26.	12 iron screws for tackle.
	27.	1 lb. of iron nails.
November	14.	6 wedges.
	17.	A brass plate, 84 lbs., for repairing boilers.
	21.	6 swabs, 77 lbs.; 3 lbs. of marline; and 11 lbs. of spun yarn.
	26.	9½ lbs. of nails for ship's use; 1 gallon of sperm oil for burning; 6 lbs. of moulds; ½ lb. of wick for galley.

No. 82.

"Escape," Account of Stores, Dec. 23, 1835.

No. 82.

"ESCAPE."—ACCOUNT of STORES not entered in Pass-books for 1835, but charged by the Storekeeper against the Vessel.

January	14.	3 files; 3 lbs. of iron nails.
	20.	3 lbs. of nails.
	26.	1 lb. of nails more than in pass-book.
February	7.	2 gallons seal oil more than in pass-book.
April	2.	8½ lbs. of hemp.
May	2.	105 lbs. of brass plate.
	15.	3 dozen wedges.
	18.	4 dozen wedges.
	21.	1 cwt. 90 lbs. boiler plate, }
	21.	1 cwt. 110 lbs. of boiler plate, } for boilers.
	22.	5 cwt. 13 lbs. of boiler plate, }
	25.	34 lbs. of boiler plate.
	27.	310 lbs. of fire-bricks for engine-room.
August	13.	2 3½-inch hawses, 75 fathoms, 4 cwt. 3lbs.
	18.	4½ yards of sacking; ½ lb. sewing twine; 2 lbs. of hawse line.
September	28.	100 tin tacks; 1 sheet felt; 1 mainsail.
November	4.	1 file.
	13.	¼ lb. of copper tacks; 12 iron screws; ½ lb. iron nails.
November	25.	6 copper screws.
	28.	1 mast lantern.
December	2.	1 lb. of leather.
	10.	30 copper screws.

No. 83.

No. 83.

"Gulnare," Account of Stores, Dec. 18, 1835.

"GULNARE."—ACCOUNT of STORES not entered in Pass-books for 1835, but charged by the Storekeeper against the Vessel.

January	28.	12 copper screws for curtains.
	20.	6 lbs. of moulds and 3 lbs. of dips for cabin.
	23.	10 lbs. of line; 2½ lbs. of line.
March	18.	2 brooms for engine-room.
	27.	½ yard of canvass; 2 lbs. of nails.
April	6.	2 signal balls.
	16.	2 shovels for engine-room; 14 yards of canvass; ¼ lb. sewing twine.
May	29.	4 lbs. of nails.
June	5.	1 lb. of suet for engine-room.
July	27.	2 lbs. of dips; 3 lbs. of ; 2 mops for deck.
August	12.	1 cwt. 84 lbs. of thin plate; ¼ of a quire of sand-paper.
	11.	6 lbs. of dips.
	14.	4 boiler plates, 2 cwt. 39 lbs.; 6 lbs. of nails.
	15.	1 cwt. 9 lbs. of boiler plate.
	21.	30 lbs. of angle iron, and 1lb. of suet.
	22.	2 boiler plates, 1 cwt. 78 lbs., casing.
	24.	1 cwt. of brass plate for casing; 4 files.
	27.	5 yards of sacking; 1 lb. dips.
August	28.	2 files; 6 lbs. of soap; 2 lbs. of copper; ¼ lb. of copper tacks.
	31.	1¼ quire of sand-paper; 11 lbs. of sheet lead; 1 lb. of compo nails; 1 lb. of iron nails.
September	1.	28 iron screws; 9 ditto for engine; 1 lb. of suet.
	8.	6 iron screws.
October	2.	74 lbs. of sheet lead; 12 dozen of brass tacks.
	13.	2 shovels for engine-room.
	16.	20 fire-bricks.
	28.	16 lbs. of tar; ½ gallon of train oil; 1 gallon of sperm oil; and 1 lb. of iron nails.
	12.	3 lbs. of oakum.

No. 84.

No. 84.

"Harlequin," Account of Stores, Dec. 18, 1835.

"HARLEQUIN."—ACCOUNT of STORES not entered in Pass-books, but charged by the Storekeeper against the Vessel.

January	1.	Ashbags.
	4.	24 lbs. sheet iron; 3 clamps for deck.
	5.	35 fire bricks for engine-room.
February	25.	6 lbs. moulds for cabin.
	26.	30 fire bricks; 4 brooms.
April	3.	12 wedges.
	9.	2 lbs. of iron nails; ½ gallon of coal tar; ½ gallon of bright varnish; ½ gallon of black varnish; 3 tree-nails; ½ dozen wood wedges.
	14.	12 dozen wedges.
	21.	2 cwt. 105 lbs. boiler plate, and 2 irons for the coal-boxes.
	22.	63 lbs. of boiler plate; 1 cwt. 79 lbs. of angle iron for coal-boxes.
	23.	3 thin boiler plates, 2 cwt. 36 lbs., and 50 lbs. of angle iron for coal-boxes.
	24.	8 boiler plates, 7 cwt. 28 lbs., for coal-boxes.
	25.	14 thin boiler plates, 8 cwt. 6 lbs., and 54 lbs. of angle iron for coal-boxes.
	27.	9 boiler plates, 5 cwt., for casing coal-boxes, and 19 lbs. of cast iron.
May	1.	6 files; 45 lbs. of angle iron.
	2.	6 files for engine-room.
	4.	1 cwt. 20 lbs. of angle iron.
	5.	4 cwt. 34 lbs. of boiler plate.
	6.	2 cwt. 32 lbs. of boiler plate for decks.
	7.	1 cwt. 18 lbs. of boiler plate; 72 lbs. angle iron.
	8.	9 files; 1 cwt. 106 lbs. of boiler plate.
	9.	1 dozen wedges.
	11.	59 lbs. of boiler plate; 1 cwt. 60 lbs. of do.
	12.	1 cwt. 60 lbs. of boiler plate; 14 lbs. of cast iron.
	13.	60 lbs. of do. for .
	14.	67 lbs. of do., and 11 lbs. of angle iron.
	15.	3 yards of sacking.
	29.	4 lbs. of iron nails.
	30.	6 lbs. of oakum.
June	2.	22 lbs. of tow for engine-room.
	18.	32 lbs. of hemp, and 3 lbs. of dips for engine-room.
July	20.	1 cwt. 17 lbs. of bar iron.
	23.	4 lbs. of nails.
	28.	2 mops.
August	4.	1 lb. of composition nails.
	22.	4½ lbs. of nails.
	27.	6 wedges.
	29.	2 bricks for galley.
September	1.	6 lbs. of moulds, and a new floor-cloth.
	2.	11 lbs. of compo nails; 2 lbs. of nails; 2 dozen wedges; 6 lbs. of dips; 1 gallon of black varnish; 25 lbs. of rope for .

No. 84.

"Harlequin," Account of Stores, Dec. 18, 1835.

September	3.	4 lbs. of oakum; 1 dozen wicks; 8 lbs. of tow; 3 lbs. of nails; 13 lbs. of shee lead.
	4.	Sheet of felt; 2 lbs. nails; 8½ gallons black varnish; ½ gallon bright varnish for wheels and chimney; ¼ quire sand-paper; 6 copper screws; ¼ lb. copper sprigs; 6 lbs. of oakum; 2 lbs. of white do.; 1 lb. of compo nails.
	5.	11 lbs. of nails; 53 yards of old canvass for tarpauling; 4½ lbs. of marline, and 8 lbs. of spun yarn for rigging; 30 copper screws; ½ lb. of copper tacks; ½ lb. of iron nails for skylight; ½ lb. sewing twine; 3 lbs. of soap for tarpauling; 136 fire bricks.
	7.	2 coating-brushes; 36 copper screws; 3 lbs. of rope; 5½ lbs. of line; 8 lbs. of tar; ¼ lb. of sewing, and ½ lb. of whipping twine for tarpauling.
	8.	2 brooms.
	10.	One of 16 feet ash-oar.
	12.	2 brooms.
	17.	2 brooms.
November	16.	6 lbs. of moulds for cabin.
	21.	2 lbs. of iron nails.
	26.	8 copper screws for barometer.

No. 85.

"Wizard," Account of Stores, Dec. 23, 1835.

No. 85.

"WIZARD."—ACCOUNT of STORES not entered in Pass-books, but charged by the Store-keeper against the Vessel.

January	14.	150 fire bricks; 5 lbs. of sheet lead; ½ lb. of compo nails.
	17.	4 lbs. of sheet lead; ¼ lb. of copper tacks; 13 copper screws; 1 sheet of felt.
	20.	½ lb. copper tacks; 2 lbs. of sheet lead; ½ lb. of nails.
February	18.	1 lb. of nails; 2½ gallons black varnish; 6 lbs. of moulds.
	28.	2 files for engine-room.
March	7.	6 yards of old canvass.
April	4.	6 lbs. of moulds for cabin.
	6.	2 signal balls.
	8.	1 gallon of black varnish.
	15.	1 fire-bucket for galley.
	21.	6 new pillows.
	25.	6 lbs. of moulds; 1 journal-book.
	28.	6 iron screws.
May	19.	4 new hammocks.
June	12.	120 fire bricks.
	22.	7 boiler plates; 7 cwt. 50 lbs. for boilers.
	23.	3 lbs. of soap; 2 lbs. of nails.
	27.	1 cwt. 27 lbs. of boiler plate.
	30.	3 dozen of wedges; 1 cwt. 56 lbs. of pitch; 17 lbs. of nails; 8 lbs. of marline and house line; 2 gallons bright varnish; 3 gallons black varnish.
	31.	8 files for engine-room; 1 lb. ; 2 gallons of bright and 1 gallon black varnish; 1 sheet felt; 2 lbs. of nails; 38 lbs. of copper-sheeting; 2 cwt. 61 lbs. ; 19 compo nails for bottom.
August	4.	114 fire bricks; ¼ quire sand-paper.
	6.	6 lbs. of dips.
September	5.	6 copper screws.
	15.	¼ lb. of iron tacks.
	24.	1 main-sail; 1 fore-sail taken on board.
October	2.	5 copper screws.
	12.	1 stay-sail.
November	14.	1 ash oar; 2 lbs. of leather.
	17.	6 lbs. of moulds.
December	2.	1 lb. of nails; ½ dozen of wedges.

No. 86.

Case drawn by order of Vestry, respecting the practicability of rating the Post-office Stores, in Feb. 1835.

No. 86.

Copy of a Case drawn by order of Vestry respecting the practicability of rating the Post-office Stores, &c., in February 1835.

WM. WILLIAMS, Vestry-clerk of Holyhead.

"The General Post-office Store-buildings, Yards, &c., on Salt Island, Holyhead."

"The Post-office paid to the Commissioners of the Holyhead harbour the sum of £50 yearly as a rent for the ground on which His Majesty's store-buildings, &c. are erected, and the same amount is still paid annually to the Commissioners of Woods, &c."

Query 1st. "Are these premises ratable to the poor?

"It can be proved that the iron work of several of the small smacks belonging to this port is done at the stores, for which a full profit is charged."

"Also several other vessels have been repaired at these works: one or two shall only be mentioned here as a proof that work is done at the Post-office stores other than for the Government, which yields certain profits, *viz.*, the iron work of the 'Cintra' schooner, built at Holyhead in 1833, (a vessel now belonging to Liverpool,) was done in these works."

"The brig 'Wakefield' had also her iron work, &c., done there."

No. 86.

Case drawn by order of Vestry, respecting the practicability of rating the Post-office Stores, in Feb. 1835.

"There are smiths and other mechanics at Holyhead keeping their own establishments, who are fully capable of executing all such work, and would charge no higher for it than what is charged there, if so high."

Query 2d. "Whether, under such circumstances, the Post-office store-buildings and yards are rateable to the support of the poor.

(Signed) Wm. Owen, Wm. Williams, } Churchwardens of Holyhead.
Richard Morris, Overseer of the poor of Holyhead.

The case, as it appears on the other side, was laid before a general vestry of the parishioners of Holyhead on the 20th February, 1835, where the following resolution was passed:—

"Secondly resolved, by a large majority, that the advice of the Commissioners of Poor Laws be obtained respecting the rating of the Post-office stores, in which mention should be made that a ground-rent is paid, and that *certain profits* are made at the stores.

On account of the objections made by few individuals at the said vestry as to the mentioning of any particulars until we should be called upon, and knowing our case would amount to the same thing, the following was drawn.

The first query same as before.

2d thus:—

"It can also be proved that work is done at the said stores other than for the Government, which yields certain profits."

Query, "Whether," &c.

[The Poor-Law Commissioner's Answer.]

"*Poor-Law Commissioners' Office, 13th March*, 1835.

"Sir,—In reference to the case stated, and the inquiries contained in your communication of the 5th instant, the Poor-Law Commissioners for England and Wales have to inform you that the Board must decline giving their opinion on the subject, which does not arise on any of the changes recently introduced into the law, and which, as it appears to them, should be left to the usual course of professional exposition."

"By order of the Board,

To (Signed) E. Chadwick, Secretary."
Mr. W. Williams, Vestry-clerk, Holyhead.

Then the case was sent to John Tidd Pratt, Esquire, for his opinion "as to the practicability of rating the stores and other places:" who furnished us with the following answer:—

"General Post-office stores, &c. Query 1st., I am of opinion that if the store-building, yards, &c., are used solely and exclusively for the use of His Majesty's stores, &c., they are not rateable; though if any part is occupied by an officer beyond what is necessary for his accommodation for the public service, he is rateable in respect of the part so occupied. See Rex and Terrott, 3 East, 506; 1 Botts. Poor-laws, 6th ed., p. 213. Query 2nd., I am of opinion that, under these circumstances, the buildings and yards are rateable to the support of the poor.

(Signed) "John Tidd Pratt,
"23*d March*, 1835." 4, Elm Court, Temple.'

The above opinion was laid before a general vestry held in the vestry-room of Holyhead on the 10th of April 1835, where the following resolution was passed, viz.:—

4th. "Whereas, it appears that the Post-office stores are rateable to the support of the poor, provided works are done at the said stores other than for the Government, it is resolved, That if such practice shall be carried on there henceforth, that the same be immediately assessed to the support of the poor.

"Signed for and on behalf of the meeting by
William Owen, Chairman."

The above being a true copy of what had passed. As witness my hand this 5th December, 1835.

Wm. Williams, Vestry-clerk of Holyhead.

(Copy.)

Richard Rowland, bookkeeper, and Richard Jones Hendre, churchwardens of Holyhead's account for the year ending 19th May 1830.

No. 16.—Mr. Johnston, engineer, bill for the new iron gates, weighing 25cwt. 1qr. 12lbs., at 3½*d.* per lb., and the large one weighing 1cwt. 3qrs. 27lbs., at 3*d.* per lb. . . . . £11. 10*s.* 3*d.*

Examined 29th May, 1830.

(Signed) John Jones, Minister,
Robert Spencer,
John Owen.

Copied by me from the churchwardens' book of account, 5th December, 1835.

Wm. Williams, Vestry-clerk, Holyhead.

The parish also appointed three persons to assist the churchwardens and overseers in assessing the cottages and other premises on Salt Island, 20th February, 1835, who also met on the 15th June last, to reconsider their valuation on the said premises, when they were of unanimous opinion that the said premises be rated as follows, viz.:—

	s.	*d.*	
Mr. Provis' house, garden, stable, coach-house, &c., &c., . . .	12	0	single rate at 6*d.* in the £ upon ⅔ of the value.
Do. land	2	0	do. do.

No. 86.

Case drawn by order of Vestry, respecting the practicability of rating the Post-office Stores, in Feb. 1835.

	s.	d.		
Captain Evans for a yard on Salt Island, occupied by Mr. Johnson	3	0	single rate at 6*d.* in the £ upon	⅔ of the value.
Lewis Owen's house	2	8	do.	do.
David Jones's	2	8	do.	do.
Mr. Rowland Roberts for stable, storekeeper	0	9	do.	do.
Wm. Jones and Mr. Johnson . .	2	8	do.	do.
Rd. Williams	2	8	do.	do.
John Lewis	1	8	do.	do.
Captain Evans' smithy, cooperage, &c.	0	9	do.	do.

(Signed) Robert Spencer,
Wm. Jones,
Hu. Hughes,
Wm. Owen, } Churchwardens.
Wm. Williams, }
Henry Evans,
Rd. Morris, Acting Overseer.

10th August, 1835, at Bodidern petty sessions the said valuation was laid before the magistrates, who recommended that an arbitration be formed to reinspect the premises in question, and to settle the matter in dispute between the parties, when it was agreed by Mr. Spencer and Richard Morris the acting overseer, on the part and behalf of the parish, and by Mr. John Provis, on behalf of himself and the other persons occupying the premises on Salt Island, That the same be decided by William Owen Stanley and Humphrey Herbert Jones, Esqs., and that the decision of those gentlemen shall be binding without going into any further expense.

The said gentlemen inspected the premises in question 11th August, 1835, and delivered their award as follows:—"We adjudge that the rate on Mr. Provis' house, land, and premises be confirmed. That the cottages, being only occupied in part, pay the rate of 1*s.* 3*d.* each. That the yard pay 2*d.*, and the stable, &c., 6*d.*, a single rate.

(Signed) "W. O. Stanley,
"*Holyhead*, 11*th August*, 1835. "H. Herbert Jones.
"William Williams, Vestry-clerk of Holyhead."

No. 87.

Capt. Davies, as to quality of oil and tallow.
Dec. 9, 1835.

No. 87.

H.M. packet "Gulnare," Holyhead, 9th Dec., 1835.

Sir,—In reply to your letter of this day, calling upon me to explain why I have not forwarded to the Postmaster-General certain representations of the badness of quality of the oil and tallow made to me by my engineer, I beg leave, first, to say that the statement of the engineer is not quite correct as to his having *represented* the matter to me, as he, in fact, has only, on such occasions as I have gone into the engine-room to know whence the disgusting smell proceeded, shown me that the tallow and oil were the cause thereof; and did not ever (as it would appear) make a special representation to me on the subject. The fact, however, I was well aware of; and I will candidly inform the Commissioners that I have been afraid to make any complaint on the subject, as most of the representations, or suggestions, I have ever made for the good of the service have been met with contempt, insult, censure, and pecuniary fine; and the warning was not lost on me, of a commander on the station (Captain Stevens, of the "Wizard") having been turned out of his vessel for reporting the defective state of his boilers.

I have the honour to be, Sir,
Your obedient humble Servant,
To *J. R. Gardiner*, Esq., Secretary, &c. Geo. E. Davies.

No. 88.

Letter from G. H. Freeling, Esq. to N. M. Goddard, Esq.
Dec. 26, 1835.

No. 88.

General Post-office, 26th December, 1835.

Sir,—I am commanded by my Lord the Postmaster-General to inform you that application has been made to the Admiralty for temporary assistance under the present circumstances attaching to the stores at Holyhead, and that his Lordship has obtained the services of Mr. M'Knight, who is represented to be conversant with the details of the management of stores in his Majesty's dock-yards.

Mr. M'Knight has been directed to place himself under your order, and I am therefore to desire that you will give the stores at Holyhead in charge to him. You will instruct him to take stock of all kinds under their respective heads; to follow up the investigation of the cases referred to in your letter of the 17th instant, and into the other matters of the same description to which you have alluded, with which view you will request Captain Evans and Mr. Gardiner to furnish him with any information in their power.

You will understand that the Postmaster-General's object in the employment of Mr. M'Knight is twofold,—first, to ascertain whether the circumstances that have led to the suspension of the resident engineer and storekeeper, and the other grounds of suspicion against them, are to be attributed to fraud or to inaccuracy, however culpable, and in the for-

mer case to endeavour to discover to what extent their malpractices have been carried; and in this respect his Lordship feels assured that he may rely with confidence upon your best exertions, not only as his principal officer at the station, but with the full degree of assistance to be derived from the moral influence you possess over the population of Holyhead. The other, and not less important, object, is to learn whether the mode of supply, issue, and expenditure of stores is what it ought to be, and under proper regulation and check; and whether the accounts, and, in fact, the whole system in this respect, cannot be placed upon a better and more satisfactory footing, and similar to that in practice in his Majesty's dock-yards.

No. 88.

Letter from G. H. Freeling, Esq. to N. M. Goddard, Esq. Dec. 26, 1835.

I am to add that Mr. Wm. Stewart, the chief engineer of his Majesty's packet "Dolphin," who is represented to be a person of superior ability as a mechanic, and of unimpeached integrity, has been directed to proceed to Holyhead, to take upon himself, *ad interim*, the duties of resident-engineer, in the room of Mr. Johnston.

I am, &c.,

(Signed) G. H. Freeling.

N. Goddard, Esq., Holyhead.

No. 89.

No. 89.

N.M.Goddard, Esq. to Mr. M'Knight. Dec. 29, 1835.

Agent's Office, Holyhead, 29th December, 1835.

Sir,—Under instructions forwarded to me by command of the Postmaster-General, I am to apprise you that his Lordship has informed me that you have been directed to place yourself under my orders, which you will hereby do accordingly. And I have his Lordship's further instructions to deliver to your charge the stores now lying in the General Post-office Dock-yard at this station, which charge you are hereby required to undertake, and to proceed to take stock of all kinds under their respective heads: to follow up also the investigation of the cases upon which I suspended the resident-engineer and the storekeeper on the 17th instant, and into the other matters of the same description to which I have alluded in my letter of that date to the General Post-office, copy of which I have furnished the Commissioners of Post-office Inquiry now herewith, and to whom I am directed by his Lordship to refer you for such information as those gentlemen may have in their power to give you, or for such other commands as they may deem necessary to issue to you with that view.

I am, Sir, your obedient Servant,

(Signed) Norris M. Goddard.

To *Thomas M'Knight*, Esq., &c.

No. 90.

No. 90.

Mr. M'Knight to N. M. Goddard, Esq. Dec. 29, 1835.

Holyhead, 29th December, 1835.

Sir,—With reference to your letter of this date, directing me to place myself under your orders in compliance with instructions which you have received from the Postmaster-General, with further directions to deliver into my charge the stores now lying in the General Post-office Dock-yard at this station; which charge you direct me to undertake, and to proceed to take stock of all kinds under their respective heads—

As regards the taking charge, and proceeding to take stock afterwards, I have to acquaint you that until I have, together with yourself, the duly authorised person in possession, or some person on your behalf, taken a true and faithful account of the stores so to be turned over into my custody, I cannot feel justified, either with respect to the Crown or myself, in taking upon me any responsibility whatever.

I have also to acquaint you that I have represented to the Commissioners of Post-office Inquiry a necessity for more aid than my individual efforts to effect a just and proper Report, as well as to prevent great delay, and possible loss to the Government, from the exposed situation of many of the stores.

I am, Sir, your humble Servant,

Thos. M'Knight.

To *Norris M. Goddard*, Esq., Agent to the Post-office.

No. 91.

No. 91.

Mr. M'Knight to J. R. Gardiner, Esq. Dec. 29, 1835.

Holyhead, 29th December, 1835.

Sir,—I beg to enclose, for the information of the Commissioners of Post-office Inquiry, a copy of orders which I have this day received from Mr. Norris M. Goddard, the Post-office agent at this port, and have to beg their assistance in furtherance of the necessary survey upon the stores now lying in the General Post-office Dock-yard, which, from their magnitude and straggling disposition (many of them being without the protection of a wall, gate, or lock), will unavoidably occasion considerable delay, and probably loss, without more aid than my individual efforts.

I would, therefore, respectfully beg to suggest the assistance of a competent dock-yard clerk, as well as a qualified engineer, unconnected with this particular department or system.

As such further aid would very materially tend to facilitate a faithful and accurate Report of the great accumulation of stores at this depôt, I trust you will be pleased to acquiesce in

No. 91.

Mr. M'Knight to J. R. Gardiner, Esq. Dec. 29, 1335.

my request, as I do not feel myself justified to take upon me the charge and responsibility of stores until the survey is completed.

I have the honour to be, Sir,
Your very humble Servant,
THOS. M'KNIGHT.

To *James R. Gardiner*, Esq.,
Secretary to the Post-office Commission, &c,

No. 92.

Mr. M'Knight to J. R. Gardiner, Esq. Dec. 30, 1835.

No. 92.

Holyhead, December 30, 1835.

SIR,—In reply to your communication of to-day, I beg leave to acquaint you, that as I consider the stores belonging to the Post-office Department, as at present protected, most unsafe without proper watchmen, it would appear desirable, for the better safeguard of the property, that there should be at least three men employed as police in and about the premises, and that I should consider the persons best qualified for that duty would be those selected from the efficient police forces already accustomed to that duty in some of his Majesty's naval yards, in preference to any person that could be chosen from the locality of this station.

I beg also to suggest, for your wiser judgment and recommendation, the benefit that would arise by establishing a proper weigh-bridge, from which the weight of coals, steam-boilers, and other heavy machinery and stores, might be ascertained as a test of the due expenditure of the original material issued for the manufacture of stores by the engineers and workmen employed here. I have likewise to request the supply of a proper set of measures for taking an account of the oil now in store, as well as for the more accurately issuing such as hereafter may be required, as those now in store are considered unfit for that service.

I have the honour to be, Sir,
Your obedient Servant,
THOS. M'KNIGHT.

To *James R. Gardiner*, Esq.,
Secretary to the Post-office Commission, &c.

No. 93.

G. H. Freeling, Esq. to Mr. M'Knight. Jan. 1, 1836.

No. 93.

General Post-office, 1st January, 1836.

SIR,—Captain Goddard having resigned his appointment of agent for packets at Holyhead, I am commanded by my Lord the Postmaster-General to inform you, that you are to consider yourself entirely under the orders of his Lordship, and that you will report directly to him for instructions in all matters in which it may be necessary so to do.

In consequence of your letter to Captain Goddard, stating the necessity for more aid than your individual efforts to effect a just and proper report, his Lordship has applied to the Admiralty for the services of a competent clerk, to be sent immediately to Holyhead to assist you in the discharge of your duty. His Lordship requested Captain Goddard to appoint any one of the captains he may think proper, or any friend of his own, to give his assistance, and to act on his behalf in taking an account of the stores to be transferred to your care; and it can scarcely escape your attention, that, in common justice to Mr. Roberts, the store-keeper, who is under suspension, he should be present during the taking of stock, that he may be satisfied that justice is done to him, and be at hand to afford any explanations that may be desirable.

I inclose a copy of the letter addressed to Captain Goddard, on the 26th December, on the occasion of your employment, and you will consider and act upon that letter as your general instructions.

I am, Sir, &c.,
G. H. FREELING.

Mr. M'Knight, Holyhead.

No. 94.

Mr. M'Knight to J. R. Gardiner, Esq. Jan. 3, 1836.

No. 94.

Holyhead, 3d January, 1836.

SIR,—In answer to your letter of to-day, I beg to acquaint you, that in following up the instructions contained in Mr. Freeling's letter, of the 26th ult., to Mr. Goddard,—(a copy of which has been delivered to me, desiring that I should inquire as to whether "the circumstances which led to the suspension of the resident-engineer and storekeeper, and the other grounds of suspicion against them, are to be attributed to fraud, or to inaccuracies, however culpable, and in the former case to endeavour to discover to what extent the malpractices have been carried,")—I have carefully investigated the cases which you had previously inquired into, and am of opinion that they are to be attributed to fraud, and not to inaccuracy; that as many documents and papers are declared to have been destroyed and removed from the offices of the resident-engineer and storekeeper, after these officers were suspended, and the books which remain not showing that there has been any regular check upon the issues or receipts of stores, I shall probably not be able to trace the frauds beyond what has already been detected: I can only say, generally, that from the unprotected state of the dock-yard, and the want of proper means of satisfactorily ascertaining either the quantity of stores received or issued, or of the labourers employed in the dock-yard, except from general totals, that there has been scope for the commission of frauds to very considerable extent.

No. 94.

Mr. M'Knight to J. R. Gardner, Esq. Jan 3, 1836.

With reference to your question—" of my opinion with respect to the system adopted here by the agent in the management of the accounts and general control of the establishment, and whether it might not be placed upon a better and more satisfactory footing, and similar to that in practice in his Majesty's dock-yards,"—I cannot but admit that very great supineness is evident from the over-confidence which appears to have been placed by him in the officers of the establishment under his control, thereby showing that the system has not been carried on with that degree of general minuteness and exactness in its various bearings with which public establishments are usually conducted, and that the whole system might with little trouble be placed upon a more satisfactory footing, and similar to that in practice in his Majesty's dock-yards.

I have the honour to be, Sir,

Your very humble Servant,

To *James R. Gardiner*, Esq., THOS. M'KNIGHT.
Secretary to the Post-office Commission, &c.

No. 95.

No. 95.

Mr. M'Knight to G. H. Freeling, Esq. Jan. 4, 1836.

Holyhead, 4th January, 1836.

SIR,—Your letter of the 1st instant, addressed to me, and sent open under cover to Mr. Goddard, who had previously resigned his appointment of agent for his Majesty's packets at Holyhead, has been duly forwarded to me by that gentleman on the 3rd instant, in which I am informed of my Lord the Postmaster-General's commands to consider myself entirely under his orders, to report direct to him, and to refer directly to him for instructions in all matters in which it may be necessary to do so.

In consequence of which I beg to forward for his information copies of my letters to the Commissioners for Post-office Inquiry, in reply to directions and communications received from them, wherein will be found the report of my investigations, which by your letter of the 26th ult. to Mr. Goddard, I was desired to follow up; as also the recommendations which I thought advisable to make with respect to an efficient police, and an engineer being sent here, from a desire to be assisted in the discharge of my important trust by persons totally unconnected with the locality of the place, or with any branch of the existing Post-office regulations, thereby to avoid the possibility of getting into error or misrepresentation.

With respect to the common justice due to Mr. Roberts, the storekeeper, who is under suspension, that he should be present during the taking of stock, that he may be satisfied that justice is done to him, and be at hand to afford any explanation that may be desirable,—I beg to observe that it is not customary in the service I have been brought up, for an officer suspended for breach of trust to be present upon any survey of stores over which he might have had any management, more particularly when he was not the officer responsibly in charge, and the *bonâ fide* responsible officer himself at hand to give what explanation might be required; and as I consider that I shall be responsible for a faithful and honourable report of the remains of stores in the establishment, I would rather not be brought in connexion with any person over whom suspicion existed,—especially when, by your letter of the 1st, I am informed that a competent clerk, authorized by the Admiralty, will be sent to assist me in the discharge of my duty.

The copy of your letter to Mr. Goddard, of the 26th December, which I am to consider and act upon as my general instructions, has been duly received, and shall have my best attentions.

I am, Sir, your obedient Servant,

To *G. H. Freeling*, Esq., General Post-office, London. THOS. M'KNIGHT.

No. 96.

No. 96.

Mr. M'Knight to G. H. Freeling, Esq. Jan. 13, 1836.

Holyhead, 13th January, 1836.

SIR,—I have to acknowledge the receipt of your letter of the 10th instant, wherein you state that you have received the commands of my Lord the Postmaster-General, to acquaint me, that neither my Report nor its enclosures are calculated to afford his Lordship any specific or conclusive information upon the points which formed the object of my mission to Holyhead; and that his Lordship conceives the Report should at least have contained a statement of facts, and of the grounds on which I found the opinion I have expressed, that they are to be attributed to fraud and not to inaccuracy. I therefore now beg to state the nature of the two cases I have investigated under the information I received from the Commissioners of Post-office Inquiry, viz.:

That by the bills of parcels furnished by Mr. Johnston, the late resident-engineer, to J. Provis, Esq., bearing dates 20th July, and 29th October, 1834, I find 1227 pounds of iron sold and paid for in the amount of £8. 0*s*. 9*d*., whereas the returns to the General Post-office of spared stores sold between July and October of the same year, shows only 514 pounds given credit for to the amount of £1. 4*s*. 8¾*d*., making a loss to the Crown in this transaction of £6. 16*s*. 0¼*d*.; and in one case of Mr. Rowland Roberts the storekeeper's bill for stores, sold also to, and paid for by, J. Provis, Esq., dated the 30th September, 1834, amounting to £3. 4*s*. 8¾*d*., I find no credit in connexion with that account given to the Post-office in the quarterly return made of spared stores, except for six brooms; and in another bill rendered by Mr. Roberts, to the same parties, also paid for, the particulars of which I noted on the original account taken away by Mr. Gardiner, Secretary to the Post-office Commission, the

No. 96.

Mr. M'Knight to G. H. Freeling, Esq. Jan. 13, 1836.

amount whereof I do not exactly recollect, there is no credit whatever given to the Post-office in the returns made of stores spared, although it was clearly proved to me that every article so sold by the resident-engineer and storekeeper was delivered out of the Government stores. It appears also by the books, that Mr. Johnston has not only sold more iron than he has accounted for, but that he gives credit to the Post-office at the rate of 4*s.* 6*d.* per cwt., and disposes of the same articles to another branch of the Government department immediately adjoining the yard, at the high charge of 14*s.* 6*d.* per cwt.!

These statements of facts will, I have no doubt, satisfy his Lordship that I had sufficient ground for the opinion of fraud being detected against the late resident-engineer and storekeeper.

With reference to what you state to be my charge of very great supineness against the agent, I beg leave to observe, that opinion was given by me in compliance with the request of the Commissioners, as stated in my letter, a copy of which I forwarded for the information of my Lord the Postmaster-General. The ground upon which I formed that opinion respecting the agent was from documents laid before me by the Commissioners, and now in their possession, in which it appeared, in Mr. Goddard's own hand-writing, that he allowed the resident engineer to manufacture articles in the yard for his own private emolument, and in permitting him also to convey the Government stores in vessels belonging to himself, he, Mr. Goddard, paying the resident engineer a higher freight than other ship-owners had offered to perform the same service for, in vessels equally well-adapted for the service, as acknowledged by the officers immediately under Mr. Goddard; and it cannot escape your notice, that either of these undeniable facts would be alone sufficient to dismiss, and render incapable of ever after serving his Majesty in any civil capacity, any individual in the Navy who would be guilty of such a transaction.

I am bound most respectfully to submit to his Lordship's adherence to his opinion, that the storekeeper should be present at the taking of stock, though not employed in the operation of that duty, feeling assured that neither the presence of the storekeeper, nor his absence, can affect my making a faithful Report of the remains of stores in the establishment, my representation having been made only from the usage of his Majesty's service, and not with any view of depriving him of "fair play."

My application for a proper set of measures arose from being given to understand that the measures used for issuing the oil out of the stores, only contained three quarts instead of four to the gallon, which I fully ascertained; and as I considered a continuance of such practice would be productive of fraud, I feel justified in the recommendation I then made. It will now, however, be my duty to use such measures as I may find in compliance with your directions; but in that case it will also be my duty to note upon the report of survey any difference that may be discovered in comparison with the legalized measures in use.

His Lordship having been pleased to consider it perfectly unnecessary to obtain any persons as watchmen for this special purpose, according to my humble suggestion, must place upon me a much heavier responsibility; inasmuch as from my total ignorance of the people of this place, there will be great difficulty in my selecting men qualified for such duty, who are not, as I am informed, largely connected in some relationship with the people employed on the premises; and where latitude for peculation has once existed, it would seem dangerous to follow on in the same track.

In replying to the concluding paragraph of your letter, calling on me to detail what the system has been with regard to the management of the stores, I beg to say that it appears to have been very badly conducted, from the circumstance of a quantity of timber and plank of various description being exposed in a public passage leading from the Pier to the Dock-yard gate, without any watchman or person to take charge of them day or night, being in the immediate vicinity of a building-yard, and to the vessels moored close to the Pier affording every facility at high water to persons inclined to plunder.

Neglect of mustering the men on coming in and going out of the yard, or of searching, to avoid the possibility of the loss of public property.

The absence of proper checks in the delivery and expenditure of the stores.

From permission being granted the principal officers and others of the establishment, to purchase stores out of the Dock-yard, and to dispose of them for their private emolument, and many other instances which have more immediately come under the notice of the Commissioners of Inquiry.

That this system has been acted upon is obvious from what I have stated above.

My opinion of its defects is, that it must be attended with serious loss to the Government.

That it differs from the practice in his Majesty's yards, in a total absence of due precaution being taken for the safeguard of public property.

In the want of proper approved demands being made for the supply of stores for such purposes as they might be required.

In neglecting to have proper checks for the receipt, delivery, and expenditure of stores, and in fact from being at variance in every essential point with the regulations adopted in his Majesty's Dock-yards.

It might be made to assimilate to the systems of those establishments, by appointing persons (duly qualified and made responsible) to the charge of the stores, and for the purpose of attending to check the due receipt and expenditure thereof; by selecting a proper police for the protection of the property, and by establishing the mode of accounts adopted in Naval yards. All of which, under a proper code of instructions for the guidance of every class of persons connected with the establishment, I feel assured might be accomplished with the aid of the gentleman appointed to assist me in my duties.

I am, Sir, your obedient Servant,

G. H. Freeling, Esq., &c. THOS. M'KNIGHT.

No. 97.

No. 97.

Mr. M'Knight to J. R. Gardiner, Esq. Feb. 23, 1836.

Holyhead, 23rd February, 1836.

Sir,—By this night's post I forward my Report of survey upon the remains of stores in the Dock-yard at this place. It has been attended with no little fatigue, bodily and mental, from the great irregularity in the arrangement of them, and general, I may add, imperfect way of keeping the accounts. Indeed, so bad has been the system, that a very considerable part of the stores do not, by the books or documents, show that they are upon charge; and, as I was directed by the Postmaster-General to show the remains contrasted with the accounts, I have been obliged in my remarks to state that, as many of the stores do not appear on charge, it has been impossible for me to make any comparison showing what should remain, and consequently it will appear to you that I have had no means of discovering frauds, although such might have existed. There are many instances in which deficiencies do appear rather in large quantities; and in those cases of the principal articles for manufacture, such as boiler-plate, angle iron, sheet iron, &c., I have been unable to make a comparison, as no books in the storekeeper's office show what ought to remain. The same applies to old iron, of which there is nearly 100 tons without appearing to be on charge; a quantity of old copper in like manner, and so with many other articles.

The oil in store shows a surplus upon the store account of 150 gallons imperial, but upon the quantity expended during the last twelve months, there should have been at least 280 imperial gallons surplus, as the gallon measure used during that period, and for upwards of six years before, have been those which you saw, holding *three* instead of *four* quarts to the imperial gallon.

These remarks I have made pretty fully upon almost every page of the survey, and I trust they will meet with the approbation of the Postmaster-General, as well as the Commissioners, as I have been unwearied in my attention to produce a distinct and full Report.

The coals having been measured by cubic measure, under the directions of Captain Bevis, the agent, and found by that mode to be 200 tons short of what should remain per account, I have been further instructed by the agent to go over the whole quantity, to ascertain more positively the true remains. This duty will occupy about ten or fourteen days more. When gone through, I will inform you of the result. This notice has also been made upon my Report forwarded. When you have seen it, I shall be glad to know if it is what you think proper.

I have the honour to be, Sir, your most obedient Servant,

J. R. Gardiner, Esq. Thos. M'Knight.

No. 98.

No. 98.

Mr. M'Knight to G. H. Freeling, Esq. Mar. 8, 1836.

Holyhead, 8th March, 1836.

Sir,—Having yesterday finally ascertained the remains of common coals belonging to the Post-office packet department at this station, after most carefully measuring the same by bushel measure, I beg to inclose an account thereof for the information of my Lord the Postmaster-General, together with a statement showing a difference from the original Report of survey of about four tons. So trifling a variation between cubic measure and that by bushel measure, on so large a quantity of coals, will, I trust, assure his Lordship of the degree of attention that must have been paid in the performance of that duty.

With reference to your letter of the 17th January last, wherein you state, "His Lordship trusts that in the course of my examination I may be able to ascertain the extent to which the irregularities at Holyhead in respect of the stores have been carried, or whether they are to be taken as confined to the cases specified"—I respectfully beg leave to remark, that the deficiency on the coals so accurately ascertained will show an irregularity in the management of the stores of a most palpable nature.

That with respect to the generality of other stores, besides those I have already remarked upon, I am unable to make any particular statement, from the reasons assigned in my general Report of survey.

In accordance with my sense of the confidence reposed in me on this important duty, I feel it incumbent to state to my Lord the Postmaster-General that, preceding the last survey on the coals, I thought it necessary to find out what quantity of coals the waggons used for conveyance thereof to the packets would contain, to establish a basis for arriving at the positive remains.

That on repeated examinations, several of them under the immediate observation of Captain Bevis, the agent, I found they would only contain 16 bushels when filled much more than had been practised for upwards of five years, during which time the coals have been expended on the books and charged to the steam-packets at the rate of 18 bushels per waggon.

On going back to the expense of the last two years, the quantity issued to the steam-vessels has been charged as 16,666 tons, which, by the difference of measure, will show an overcharge to those vessels of about 2000 tons in two years. It will, therefore, be evident to his Lordship that the long continuance of such a system must have been seriously injurious to his Majesty's Government.

In making the foregoing statement, I hope my Lord the Postmaster-General will do me the justice to believe that I have done so from a pure sense of my duty, as a most humble servant of the Crown, and in strict obedience to the instructions with which I have been honoured.

I am, Sir, your obedient Servant,

G. H. Freeling, Esq., &c. Thos. M'Knight.

No. 99.

Capt. Bevis to G. H. Freeling, Esq. Mar. 14, 1836.

No. 99.

Agent's Office, Holyhead, 14th March, 1836.

Sir,—I beg leave to report, for the consideration and approval of my Lord the Postmaster-General, that in consequence of its being the practice here to receive the coals into the yard at thirty-two bushels to the ton, and issue them at twenty-eight, and yet a deficiency appears in the remains; I have, therefore, considered it for the good of the service to issue an order to the respective captains, that, in future, the coals will be received and sent out of the yard at 32 bushels the ton; and as it is a well-known fact that the wastage in this article (especially when it is exposed to the open air) is very great, I have most respectfully to request that a fair allowance may be permitted to appear in the account for the waste, which I consider more beneficial to the service than making a difference in the manner of receipts and issues.

I am, &c.,

(Signed) Thomas Bevis, Agent.

G. H. Freeling, Esq., &c.

No. 100.

Mr. Lawrence to Mr. M'Knight. Mar. 22, 1836.

No. 100.

General Post-office, 22nd March, 1836.

Sir,—I inclose a copy of a letter from the agent for his Majesty's packets at Holyhead, relative to the receipt and issue of coals for the use of those vessels, and I am directed by my Lord the Postmaster-General to request you will have the goodness to state what, in your opinion, should be the fair allowance to be made for wastage in the account of the issue of those coals from the store.

I am, Sir, your obedient Servant,

Thos. Lawrence,
in the Secretary's absence.

Mr. M'Knight, 27, Fore-street, Limehouse.

No. 101.

Mr. M'Knight to T. Lawrence, Esq. Mar. 23, 1836.

No. 101.

27, *Fore-street, Limehouse, 23rd March,* 1836.

Sir,—I have to acknowledge the receipt of your letter of yesterday, and beg to acquaint you, for the information of my Lord the Postmaster-General, that, from my knowledge of the practice in his Majesty's naval yards, I am aware that no allowance for waste on the issue of coals ever appears in their accounts, as they are received by weight and issued out agreeable to the quantity taken on charge; and that I believe the waste, under the method of receiving and issuing them by weight, would be hardly discoverable, and that any possibility of loss could only take place from the effect of wind, which on large coals must be very trifling; the generally-received opinion being that wet would rather increase than diminish the weight; although exposure no doubt deteriorates the strength of the coals.

As issuing coals by measure must at all times be attended with much uncertainty, I most respectfully beg to suggest, for the consideration of my Lord the Postmaster-General, the system adopted in the naval yards, which turns out so accurately, and which I most humbly submitted when I first went to Holyhead.

Should it be his Lordship's pleasure to continue the system at present used at Holyhead, for the receipt and issue of coals, I would venture to recommend that a stated quantity of coals, say 100 tons, should be carefully received into the stores, and subsequently issued out under the strictest care and attention, the account whereof being scrupulously kept would be the best test for finding any loss or difference that might result; although I am persuaded that, with judicious management, even by bushel measure, the quantity issued would turn out to the full extent of what was received.

I am, &c.,

(Signed) Thos. M'Knight.

Thos. Lawrence, Esq.

No. 102.

Thomas Lawrence, Esq. to Capt. Bevis. Mar. 30, 1836.

No. 102.

General Post-office, 30th March, 1836.

Sir,—I am commanded by my Lord the Postmaster-General, to transmit to you the accompanying letter from Mr. M'Knight, respecting the allowance for wastage on the issue of coals, upon which I have to request your observations.

I am, &c.,

(Signed) Thos. Lawrence.

Captain Bevis, R.N., Holyhead.

No. 103.

Capt. Bevis to Thomas Lawrence, Esq. Apr. 1, 1836.

No. 103.

Agent's Office, Holyhead, 1st April, 1836.

Sir,—In returning the inclosed documents on the receipt, issue, and wastage of coals, I beg leave most respectfully to state, for the information of my Lord the Postmaster-General, that however correct Mr. M'Knight may be in his system, I am still of an opinion that the waste

in coals is very great, especially when exposed to constant wet, as is the case here, and it will no doubt be in his recollection that during the process of measuring them the yard was one mass of black mud, caused by the wet washing the small coals down through the heap; and I believe that if reference is made to any of the dock-yards, it will be ascertained that the issues upon any stated quantity have fallen short. I am, however, ready, if it is the pleasure of my Lord, to measure carefully the next cargo, put it in a heap by itself, and then issue it in the same way, for my future guidance as to wastage and general expense.

No. 103.
Capt. Bevis to Thomas Lawrence, Esq. Apr. 1, 1836.

I am, &c.,

Thomas Lawrence, Esq. THOMAS BEVIS.

No. 104.

No. 104.
Mr. M'Knight to J. R. Gardiner, Esq. Apr. 8, 1836.

27, *Fore-street, Limehouse, 8th April*, 1836.

SIR,—On the receipt of your note of the 6th, I immediately made the necessary inquiry of the practice adopted in the receipt and issues of coals among the coal-merchants of London. The inclosed statement from a very respectable and considerable coal-merchant, who is in the habit of landing cargoes of coals in his yard, from whence they are sold out to small dealers and others, will corroborate the evidence given by me before the Commissioners of the Post-office Inquiry, which evidence was given after having ascertained that in all accounts rendered to the Admiralty from various public departments, where large quantities of coals are expended, no allowance for waste is ever made. In addition to these statements, the store-keeper at Woolwich dock-yard, having most positively assured me that no waste on the coals issued from that establishment to the packets, &c., has ever occurred, or would ever be allowed, will satisfy you that my evidence has been grounded upon authority most unquestionable.

With respect to the statement made by Captain Bevis, that great waste must occur in the coals from the wet washing the small through the large coals,—I beg to acquaint you that I have been able to learn from various dealers, that coals being exposed to wet will increase in weight; and that, very generally, where coals are taken from a large mass or heap, the large coals fall, and breaking into pieces, will invariably measure more out than when delivered into the yard, provided that due care is taken, in the first instance, that just and true measure is delivered from the vessels: thus making it evident that the belief entertained by Captain Bevis is not borne out by the experience of the coal trade.

I trust that this explanation I have entered into, from the best information, will clearly show that no loss ought to occur in the delivery of coals at Holyhead.

I have the honour to be, Sir,
Your very humble Servant,
THOS. M'KNIGHT.

J. R. Gardiner, Esq., Secretary to the Post-office Inquiry.

Ratcliff Coal-wharf, 8th April, 1836.

Coals received into store by weight will not lose in delivery. Measure must be indefinite, and cannot be relied on. Coals received by measure (or by waggons supposed to contain a certain quantity in the North) on board ship, and delivered by weight, will often vary in the contents delivered: the same number of Newcastle chalders received per waggon will discharge 5 per cent. more or less than the quantity supposed to be on board.

W. CONSETT WRIGHT.

No. 105.

No. 105.
Mr. Lawrence to J. R. Gardiner, Esq. Apr. 12, 1836.

General Post-office, 12*th April*, 1836.

SIR,—With reference to my letter of 9th instant, I have the honour to transmit, for the information of the Commissioners of Post-office Inquiry, a copy of a further communication from Mr. Goddard, dated 7th instant, relative to the measurement of the coals belonging to the Post-office at Holyhead.

I have the honour to be, Sir,
Your obedient Servant,
THOS. LAWRENCE,
In the Secretary's absence.

J. R. Gardiner, Esq., Office of Woods.

Holyhead, 7th April, 1836.

SIR,—I am to acknowledge the receipt of your letter of 30th March, inclosing copies of letters from Mr. M'Knight to the Postmaster-General, dated 25th February and 8th March last.

I have also been allowed by Captain Bevis to inspect Mr. M'Knight's "Rough Inventory of Stores," &c. in his possession.

I have before me a Return of the Stores that ought to have been in hand on the 16th January, 1836, when I quitted office; but as I have no statement, nor does Mr. M'Knight's "Rough Inventory" contain any, of receipts and issues between that time and the date of taking stock of each kind in the different departments, it is not possible to ascertain from those documents what is the amount of deficiency or surplus in any one store; and I beg to

No. 105.

Mr. Lawrence to J. R. Gardiner, Esq. Apr. 12, 1836.

submit to his Lordship that I ought to be furnished with such a statement, and to have time to answer it, before any observations of Mr. M'Knight's are received to my disadvantage, or to that of any of the late officers of the establishment.

On Mr. M'Knight's letter of 8th March it is only necessary for me to observe that his reasoning on the issue of coal proves the store is founded on the assumption that the carts or waggons in which it was issued to the steam-vessels contained only sixteen bushels, whereas the storekeeper has taken credit for them as containing eighteen bushels each.

From Mr. M'Knight's "Rough Inventory of Stores, &c." furnished for my inspection by Captain Bevis, it appears that he (Mr. M'Knight) took the dimensions of the waggons, and ascertained them to contain "49.964$\frac{1}{2}$ cubic inches," wherefore, as the imperial bushel for coal is fixed at 2.815$\frac{1}{2}$ cubic inches nearly, the capacity of each waggon will be found to be 17.746 imperial bushels.

It is manifest that the store ought to be charged and discharged by the same measure, whatever it be.

The coal has always been landed from the colliers, and charged to the store, in "two-bushel tubs," made many years back by the Winchester standard; and it appears by the inclosed declaration of the masters that, according to the manner in which they were striked, it took nine such measures, or eighteen bushels, to fill a waggon.

As, therefore, the storekeeper was charged at the rate of eighteen bushels to the waggon, it is most clear that he ought to be discharged at the same rate; and as the waggon has herein (taking Mr. M'Knight's calculation of its capacity in cubic inches) been proved to contain nearly 17$\frac{3}{4}$ imperial bushels, there cannot remain a doubt of its being equal to contain eighteen Winchester bushels, at which rate the storekeeper has always charged it; and, consequently, that Mr. M'Knight's report of deficiency on the stock in store, and his further allegation, by the application of his erroneous test to the issue to the packets for the last two years, are wholly unfounded.

I beg to observe, that a great deal of trouble would have been saved, and much explanation rendered unnecessary, had Mr. Roberts, the late storekeeper, been permitted to attend during the whole proceedings of taking stock—a permission which his Lordship, as explained in your letter to me, under date of 1st January last, deemed to "be due to him in common justice."

I have the honour to be, &c. &c. &c.,
(Signed) Norris M. Goddard.

G. H. Freeling, Esq. &c. &c. &c.

Declaration by the Masters of the Post-office colliers on the Holyhead Station.

We, whose names are hereunto subscribed, do hereby declare that, during the whole period of our service as Masters of the Post-office colliers attached to the Holyhead station whose names are set against our respective signatures, it has been customary, during the discharge of cargoes of coal from the said colliers in Holyhead Harbour, to send the daily supply to the steam-packets from the said colliers, in carts or waggons which have been filled by means of the "two-bushel tubs" used in hoisting the cargo out of the hold; and that nine of those tubs have invariably been required to fill each of those carts or waggons, thus making the contents of each waggon to amount to eighteen reputed bushels.

And we hereby further declare, that the remainder of the cargo of the colliers, respectively under discharge at Holyhead, has in all instances been turned into the coal-yard at and by the same rate and "measure," whereof sixteen "measures," calculated to amount to thirty-two bushels, have constituted the "discharge-ton," and in like manner where the whole cargo has been turned into store.

John Thomas, of the "Colonel Liverpool."
Robert Parry, of the "Duke of Montrose."
Evan Lloyd, of the "Prince of Orange."
John Roberts, of the "Pelham."

Holyhead, 2nd April, 1836.

No. 106.

Mr. M'Knight to J. R. Gardiner, Esq. Apr. 14, 1836.

No. 106.

27, *Fore-street, Limehouse*, 14*th April*, 1836.

Sir,—In availing myself of your permission to look over Mr. Goddard's letter to the Postmaster-General of the 7th April, I feel it necessary to remark upon his statement respecting the iron sold by Mr. Johnston (E. 105.), as he seems desirous of showing it to be Mr. Johnston's private property, and not that of the Government, and consequently to set aside the effect of my Report on that head; it can therefore only be necessary for me to draw your attention to the fact, of various quantities of iron, of different denominations, sold by Mr. Johnston (E. 96.), from the General Post-office Stores, to Mr. Provis, in the months of July, August, September, and October, 1834—the period pointed out in my letter of the 13th January to the Postmaster-General, distinctly apparent in the day-book, kept by Hugh Williams, foreman to Mr. Provis, and which Williams has stated fully in his evidence before the Commission, thereby substantiating the opinion I gave of Mr. Johnston's fraudulent conduct.

With reference to Mr. Goddard's letter of the 7th, stating that my Report on the deficiency of the coals remaining in the Post-office stores at Holyhead has arisen from error in calcu-

lation of cubic measurement, stating at the same time "that it is manifest that the coals ought "to be measured out by the same measure that they were received by," it must be matter of much satisfaction to me, that I fortunately made my final Report upon the coals so perfectly in accordance with Mr. Goddard's idea, in this instance, of a proper caution in the disposition of stores belonging to his Majesty's Government; for with the identical measures used to receive the coals into store I discovered that the deficiency existed, and not by cubic measurement, as will appear in my communication to the Postmaster-General, and which I have since, clearly I hope, stated in the evidence I had the honour to offer before the Commissioners.

I have the honour to be, Sir, &c. &c. &c.

To *J. R. Gardiner*, Esq. THOS. M'KNIGHT.

No. 106.

Mr. M'Knight to J. R. Gardner, Esq. Apr. 14, 1836.

No. 107.

To the Commissioners of the Post-office Inquiry.

Liverpool, 15th February, 1836.

GENTLEMEN,—I was informed by Mr. Gardiner that the commanders and engineers at Holyhead had given evidence that the tallow and oil supplied by me for the use of H.M. packets at that station were of bad quality: this information very much surprised me, as I have always, in conformity with the orders given to me, endeavoured to procure the best articles for Holyhead which this market afforded, and they were supplied on the express condition *that if not fully approved of at Holyhead, they were to be sent back to me at my expense.* Having carried on a respectable business here for more than half a century, I felt it due to my own character to endeavour to get samples of the tallow and oil which had been complained of, and to submit the same to the inspection of competent and disinterested persons for their opinion: some delay has taken place at Holyhead from the agent not feeling justified in sending samples without an order from the General Post-office, but at length samples of the tallow and oil have been sent to the Postmaster of Liverpool secured under the seal of the agent; the Postmaster has had them kept in his office under lock and key, and has shown them to seven persons, whom I have requested to examine them; these persons are importers of tallow and oil, brokers who constantly buy and sell those articles, and engineers. They have certified their opinion of the quality of the samples, and I now beg to solicit your attention to their certificates, which are enclosed herewith.

The agent, Captain Goddard, could have no motive or interest in allowing a bad cask of tallow or oil to be used, as he had only to say it was not approved of, and I was bound to take it back without a word and to pay all expenses (which was a penalty sufficiently great to prevent my sending a bad article). I cannot therefore believe that any complaint of the quality can have been made to the agent during the last twelve years, or he would surely have noticed it, and if the quality was so bad as the commanders and engineers now represent, there must have been a great neglect of duty somewhere in not having made it known to the agent.

No complaint as to the quality of the tallow or oil was ever made to me except once, in the year 1823, when a parcel of tallow was returned to me which was not liked at Holyhead, and the same tallow was afterwards selected in preference by the engineers of a private company in Liverpool. I beg to add that I have supplied tallow and oil for H. M. packets at Liverpool, Milford, and Port Patrick, and never had a complaint, and I believe that no complaint was made on the subject at those stations to the sub-commissioners on their recent examinations.

I am, Gentlemen, respectfully,

Your most obedient Servant,

CUTHBERT SIMPSON.

No. 107.

Mr. Cuthbert Simpson to the Commissioners of the Post-office Inquiry. Feb. 15, 1836.

No. 108.

Memorandum as to the Vessels usually employed to convey Stores from Liverpool for the Holyhead Station.

In 1821, when I was first requested to order stores for Holyhead, I desired the tradesmen to ship them by any vessel about to sail.

In 1822 Mr. Goddard complained that the goods were sent sometimes in vessels which were dilatory in starting and made long passages, and he wished that the small traders might be employed, whose short trips and active masters marked them out as fit to be selected for the benefit of the service. As he knew more of the class of the vessels and characters of the masters than myself, I begged he would name those most suitable.

In 1823 he named the "Industry."

In 1826 the "Lord Edward," "Gleaner," and "Eliza Goddard."

In 1828 the "Dispatch."

In 1830 the "Echo" and the "Stanley."

The masters of these vessels have been in the practice of calling at the Post-office, Liverpool, on arrival, to state where their vessels were lying and on what day they would sail, and this information has been communicated to the tradesmen when occasion required.

I did not know to whom any of these vessels belonged.

WM. BANNING.

Post-office, Liverpool, 12th January, 1836.

No. 108.

Mr. Banning's Memorandum as to the vessels employed to convey stores from Liverpool for Holyhead Station. Jan. 12, 1836.

No. 109.

Mr. Banning's Memorandum of the authority for his services in ordering stores for Holyhead Packets.
Jan. 12, 1836.

No. 109.

Memorandum respecting the Authority under which Mr. Banning has given his Services in ordering Stores for the Holyhead Packets.

The first application to me to order stores was on 21st August, 1821, when Mr. R. H. Judd, the then agent at Holyhead, wrote to me, saying, that by desire of Mr. Freeling, who was then at Holyhead, he begged leave to enclose a list of articles wanted for the use of H. M. packets on that station, requesting that I would procure and forward them as soon as possible. I executed the commission to the best of my ability and on the best terms I could, conceiving it my duty to make myself useful to the department which I served. On the 6th September, Mr. G. H. Freeling wrote to me with reference to Mr. Judd's request, and added that he could rely on my employing persons of respectability to ensure the quality of the articles and at the lowest price. Mr. Judd continued to ask my assistance in the purchase of stores until December in the same year.

On the 20th December, 1821, Mr. Goddard, who had succeeded to the agency, wrote to me saying, he had learnt from Mr. Judd that he had been directed by the General Post-office to request that I would make purchases in Liverpool of such stores as were required for the Packet Establishment, and requested me to order some stores, which I attended to, and have continued to attend to similar requests ever since.

In October, 1823, a question was raised in a correspondence between the General Post-office and Mr. Goddard, as to whether the stores bought at Liverpool were purchased at a fair market price. Mr. Goddard wrote to me on the subject, and on 6th November, 1823, I detailed at full in a letter to Mr. Goddard the mode which I had adopted in executing the orders from Holyhead.

I stated my ignorance and inexperience as to the qualities of the various stores required, and my want of time to examine extensive stocks of importers, manufacturers, and dealers, if I had the requisite knowledge; that when first desired to purchase stores, feeling my own ignorance and inability, I asked the advice of some respectable merchants and shipowners as to the best mode of obtaining them at a fair market price and of the best quality: it was under their advice that I obtained from respectable ship chandlery warehouses* the several articles which have been sent from them, as I could depend on the *experience* of the proprietors in selecting a good article, and on their respectability in charging a fair market price: and the conditions of purchase were, that the goods should be sent back at the seller's expense, if not approved of at Holyhead; whereas, if I had sought out the importers or the manufacturers of each of the numerous articles, more time would have been requisite than what my official engagements allowed, and the result would, I fear, have been unsatisfactory both to Mr. Goddard and myself, as, if my want of judgment had selected a package of inferior quality, the importer would not have taken it back after it had been opened and tried.

In the selection of tradesmen I had no object but to find men whose integrity and respectability would be a guarantee as to the quality and price of their goods.† I showed some of the first accounts to some shipowners, who assured me the prices and discounts were the same which they paid on similar articles for their own use. In concluding my letter to Mr. Goddard I requested to be favoured with advice or instructions for my future guidance, which I should with pleasure attend to according to the best of my ability.

Mr. Goddard communicated my letter to the General Post-office, and I received a letter from the Assistant Secretary, saying my proceedings were very satisfactory, and that the office was not only satisfied but thankful for the assistance I invariably rendered.

My assistance has been perfectly gratuitous, and I have never received any remuneration, profit or advantage, *directly* or *indirectly*, for any service I have executed for the Holyhead station.

Post-office, Liverpool, 12th January, 1836. Wm. Banning.

P.S.—Many of the tradesmen have been selected by the agent at Holyhead, viz.:—Mr. Laird, iron-founder; Mr. Mackell, rope-maker; Logan and Co., chain-cable manufacturers; Leishman and Welsh, coppersmiths; Forrester and Co., iron-founders; Mr. Goore, colour-dealer; Finch and Son, iron-merchants; Fawcett and Co., iron-founders; and the orders to most of these have been sent direct from Holyhead without Mr. Banning's intervention.

No. 110.

Mr. Spencer to the Commissioners of the Post-office Inquiry.
Dec. 19, 1835.

No. 110.

To the Commisioners of the Post-office Inquiry.

Gentlemen,—Pardon the liberty I thus take in addressing a few lines to you, with respect to the Holyhead station, as the interest I have at stake makes me anxious for the placing it on a firm, permanent, and efficient footing.

Actuated, therefore, by motives for the improvement of the communication between Ireland and the Metropolis, and to enable us to successfully compete with other stations,—I beg leave to premise, that the glaring evil so clearly proved by Sir Henry Parnell, in his evidence before a Committee of the House of Commons, in 1833—namely, the unaccountable degree of partiality evinced in favour of the Liverpool Station, by the Post-office authorities—still exists.

The disgracefully inferior accommodation afforded by the packets on this station, is a subject of constant and just complaint; and when it is considered the rank and respectability

* The Union Mill Company, Thompson and Cottingham, and Mr. C. Simpson.
† See the Postscript to this Memorandum.

No. 110.

Mr. Spencer to the Commissioners of the Post-office Inquiry.
Dec. 19, 1835.

which pass through this place, it is a subject of surprise how it has been suffered to exist so long. In this respect, how greatly the contrast appears between these packets and those on the Liverpool station, would be superfluous to point out. Another grievance in these packets is the absence of a female steward, which is a disgrace, I hope, to be soon remedied. That it is impossible for this station to be able to cope with others, without packets of greater power, and more suitable accommodation than those at present employed, is a fact that requires no very cogent arguments to prove; for while improved and enlarged packets are continually sent to Liverpool and elsewhere, those at Holyhead have remained, since steam-navigation was first introduced here, almost in *statu quo*, as to any material improvements that have been effected in them.

It is also necessary, in order to deal with Holyhead in a fair and impartial manner, to lower the fares of the packets to twelve shillings, which would exceed the proportionate ratio chargeable on this station in comparing the distances between Kingstown and Liverpool and Kingstown and Holyhead—the former being more than double the latter.

Supposing that these suggestions were adopted—if allowed to book passengers through from Dublin to London by the mails and post-coaches—I would, on behalf of myself and partners, guarantee to convey inside-passengers by mail from Dublin to London for 4*l.* 12*s.*, and paying all charges, except stewards, coachmen, and guards; and 2*l.* 17*s.* outside. We also would undertake to place on the road as good and as fast a light coach as "The Wonder," which now runs from Shrewsbury to London, at the rate of ten miles and half per hour, in addition to the mails, so as to induce passengers to travel by way of Holyhead; the fares for which should not exceed the above sum. All parcels should be conveyed from Dublin to London, and *vice versâ*, if under 24 lbs., for 5*s.*

The above arrangements refer to the arrival of the London or morning packet. For the accommodation of the public, we would likewise have a similar coach to start after the arrival of the evening packet—say half-past four, and to arrive in London next night at ten, being thus only one night on the road between Dublin and London.

Such would be our arrangements in the event of the packet-station at Holyhead being efficiently improved, without which all our exertions and endeavours to render this road at once as moderate as expeditious must prove abortive. Indeed, about three years ago it was our intention, seeing the manner in which this road had been deserted, to have put a first-class steam-vessel to ply between Kingstown and this port; which fact, being in London upon business with the Post-office, I acquainted the late Charles Johnson, Esq., then superintendent of the mail coaches, with; when he immediately answered, "*That if such were our intention, he would give us notice to quit working the mails, and that the Postmaster-General would immediately reduce the fares to a mere trifle.*" Upon which we, acting on the principle of—"of two evils, choose the lesser"—relinquished the scheme; and since then have had the sore mortification of witnessing many promises of suitable redress grossly and shamefully neglected.

Holyhead, December 19, 1835. ROBERT SPENCER, Mail Contractor.

No. 111.

No. 111.

Memorial recommending the appointment of an agent in Dublin for the Holyhead Mail Packets.
Nov. 25, 1835.

Memorial, recommending the Appointment of an Agent, in Dublin, for the Holyhead Mail-Packets; and of the fitness of Messrs. Charles and Robert Elliott, of Sackville-street, Dublin, for such Appointment, should it be made.

We, the undersigned, do certify, that we conceive it would be a great convenience to the public, if an agent were appointed in Dublin for the Holyhead mail-packets, at whose office berths could be secured by passengers, and from whom the information necessary for travellers could be obtained.

We also certify that we have, for several years last past, known Charles and Robert Elliott, of Sackville-street, in the city of Dublin, from having been in the habit of receiving or sending packages through their office, or of taking places from them in the Holyhead mails and coaches (for which they are agents); that, in our transactions with them, we have found them uniformly satisfactory and correct; and we believe them to be, in every respect, fit persons to act as agents in Dublin for the Holyhead mail-packets, in the event of such an appointment being made.

November 25th, 1835.

JOHN RICHARDS.
J. CLANCY. [Stamps.
J. S. COOPER, Comp.-Gen. of
COLE.
A. HY. COLE.
J. LOWRY COLE.
KILLEEN.
HOWTH.
CLONCURRY.
BOROUGH, ARMITS, & Co.
WM. KEMMIS.
RICHARD CANCE & Co.
P. & D. MAHONY.
J. D. LA TOUCHE & Co.
ROBT. SHAWE.
J. B. BALL & Co.
GORT.
BRABAZON.
BEN. LLOYD, Prov. Trin. Coll.
FINGALL.
CHAS. A. WALKER, M. P.
LEITRIM.
HUGH STEWART.
ALLAN C. BELLINGHAM.
E. BENNETT.
HUGH M. TUITE.
LEINSTER.
DUNSANY.
CHARLEMONT.
RODEN.
FARNHAM.
HENRY MAXWELL, M. P.
RD. DUBLIN.
MILLTOWN.
THOMAS WHITE.
OXMANTOWN.
F. PONSONBY.
PLUNKET.
JOHN DOHERTY, Chief Justice.
WILLIAM M'MAHON, C. P.
BELMORE.
SIR E. BLAKENEY.
FREDERIC SHAW.
W. C. SMITH.
W. PALLISER.
GEORGE D'AGUILAR.
SAMUEL WHITE.
THOS. STEPHENS.
WILLIAM STEVEN.
FRENCH, BARTON, & Co.
JOHN HAMILTON.

No. 112.

N.M. Goddard, Esq. to G. H. Freeling, Esq., with enclosures.
Jan. 23, 1836.

No. 112.

Holyhead, 23rd January, 1836.

Sir,—I am to acknowledge the receipt of your letter of the 17th instant, enclosing copy of Mr. M'Knight's to you of the 13th, and giving me opportunity to clear my character from the imputations cast upon it, by furnishing you, for the information of the Postmaster-General, with a detailed explanation upon the points to which that letter relates.

With reference to so much of Mr. M'Knight's letter as state certain frauds to have been committed by Mr. Johnstone, the Resident Engineer, and by Mr. Roberts, the storekeeper, I have furnished those persons with copies of that part of his statement, and I now enclose their replies to the charges made against them.

It appears that in the quarter mentioned by Mr. M'Knight, Johnstone sold to Mr. Provis 1227lbs. of iron, principally in bars, for which he charged at the rate of 14*s.* 6*d.* per cwt.; but there is nothing to connect the iron thus sold, with the 514lbs. of boiler plate, spared in the same quarter to Johnstone and others, at 4*s.* 6*d.* per cwt.

On the contrary, it appears by Johnstone's statement that the whole of the iron furnished by him, amounting to 1227lbs. was new iron.

To shew me that he might honestly possess such new iron, he has laid before me an account, which I also transmit, of purchases made by him from various merchants since 1828, amounting to £242. 0*s.* 9*d.*

With reference to Roberts, it appears that certain stores, spared to Mr. Provis in the same quarter, have not been duly credited to the General Post-office, in explanation of which I beg to refer you to his letter herewith, and I add, that Roberts produced to me a memorandum-book in the handwriting of the clerk, which has every appearance of being genuine, and which he states was kept in the storekeeper's office in which the articles in question are duly entered.

Before entering on that part of Mr. M'Knight's letter which relates to myself, I beg to protest against my conduct being judged by the rules of the naval dock-yards of which I am ignorant, and which have never been prescribed for my guidance.

The first ground on which Mr. M'Knight justifies the opinion that I have been guilty of great supineness is,—

1. That I allowed the resident engineer to manufacture articles in the yard, for his own private emolument, as appeared from documents in my own handwriting.

It is true that in two instances I gave Johnstone written permission, and in two or three others verbal authority, to do work for his private emolument, and in one I sanctioned such a measure after it had been commenced without my knowledge.

Mr. M'Knight seems to charge me with granting a general permission of that nature, whereas the very circumstance of my having given authority in these particular instances, is in itself a proof that I gave no such general permission.

The instances in which I have given such permission, are those of the "Wakefield," the "Cintra," the "Marian Watson," the "Life-boat," and two small diving-bells.

The "Wakefield," a copper-fastened vessel, was stranded at Holyhead, and the wreck was purchased by Johnstone and some others; I permitted him to execute in the yard, after hours, the small quantity of iron-work necessary for her reparation. The iron used for that purpose was brought by Johnstone from Owen Prichard of Holyhead.

Douglas, the foreman of blacksmiths, kept, and handed to the storekeeper's office, an account of the coals used, and they were repaid in kind as soon as Johnstone, who was in the habit of importing coals, received a cargo of that description. The work was done entirely after hours, and the smiths were paid by the owners of the "Wakefield" for their labour in those hours.

"The Cintra" was a schooner, built at Holyhead, the Captain not being able to get the heavy iron-work executed here by private smiths, applied to me and I granted him leave to have it done in the yard.

The work so executed, consisted of two caps and hoops for the mast-heads, and a pair of davits for a boat, amounting in all to about seven cwt. The iron was Johnstone's private property, the work was done, and the coals were accounted for as in the case of the "Wakefield."

The "Marian Watson:" Johnstone agreed to make two small water tanks for this vessel, and they were partly executed before I was aware of it; but I sanctioned their completion. All the iron of which they were made was of a kind different from any that had ever been in the Post-office stores, and no coals were used but to heat the rivets.

Johnstone was allowed in like manner to mount a "truck-carriage" for the Holyhead "Life-boat." He was also allowed to make two small diving-bells out of old boiler plate, each weighing about 3½ cwt.

These are to the best of my recollection the only cases in which I have given the resident engineer permission to execute work in the store-yard for his own emolument.

In these instances I acted in full confidence that he would abide strictly by the conditions on which the leave was given, namely, that the interests and property of the Post-office should in no way suffer.

If it turns out that he has abused the confidence, I adopt the words of one of the Commissions of Post-office Inquiry, when I say, Mr. Johnstone was so much respected in the place that there was no wonder I should place implicit confidence in him.

2. "The next charge against me is, that I permitted the resident engineer to convey the Government stores in vessels belonging to himself, and that I paid him a higher freight than other ship-owners had offered to perform the same service for a vessel equally well adapted for the service."

No. 112.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures.
Jan. 26, 1836.

Mr. Johnstone is part owner of three small vessels that trade constantly between Liverpool and Holyhead, there are no other vessels which do so.

For several years past the stores have been conveyed principally in the vessels of which Johnstone is part owner. On three occasions these vessels have sailed from Liverpool without waiting to discharge their ballast, and with freight not exceeding £5, in order that the workmen at the Post-office store-yard might not be at a stand for want of the articles shipped by them, and they have in numerous instances sailed with half cargoes for the same reason.

The freight paid has been, and continues to be, the customary charge to this port, viz., for iron 10*s.* per ton, and for rope and small stores, 9*d.* per cwt.

The only offers which have been made to me to convey goods at a cheaper rate, have been by William Parry and John Price; these persons have come to me late in the evening, far advanced in intoxication, and made such offers. I neither accepted nor refused them at the time, but knowing the men to be much in the habit of delaying goods shipped in their vessels, and knowing also that they could not be depended on as "constant traders" to Holyhead, inasmuch as they frequently take cargoes for other ports, I did not, and do not, think I should have been justified in employing them, even at a lower rate of freight, a circumstance which I stated to one of the Commissioners, adding also, that were an order issued to me to employ them on that consideration, I should feel myself called on in the exercise of the discretionary authority entrusted to me for the management of the station, to disobey the order very frequently by employing other vessels, that the public service might not suffer from the known dilatory conduct of the persons above named.

Parry had been in command of one of Johnstone's vessels, and was discharged for his delays.

Price's vessel is a slow sailing sloop, and may not with any degree of activity in the matter make passages with the same regularity as Johnstone's vessels do.

The irregularity of both Parry and Price has been such as to induce several persons in Holyhead not to permit their goods to be brought by them.

I have, however, in reference to my selection of vessels, by which the Government stores should be conveyed from Liverpool, looked over all my letters to my official correspondent there since 1824, and find that in a few instances I name the vessel in which the goods were to be shipped, if I happened to know of one that was loading at the time. In very many instances I desire they may be sent "by first coaster;" but in much the greater proportion I leave the selection entirely to him.

The true reason why "Johnstone's vessels" have been chiefly employed is, because they have been under better control and management than the other coasters, and have from their regularity been almost invariably the first ready to sail.

The remainder of Mr. M'Knight's letter is rather a stricture on the general character of the establishment than any charge of misconduct against myself.

3. "Mr. M'Knight says, the measures used for issuing the oil out of the stores only contained three quarts instead of four to the gallon, which I fully ascertained."

The oil was invoiced to the stores by weight in most instances, as well as by measure; and the "measure," termed therein "a gallon," (before the introduction of the imperial measure) was estimated in those invoices at 7½ lbs. The measuring vessel, mentioned by Mr. M'Knight, was made to hold exactly 7½ lbs. of oil, and was in conformity with the term used in the invoices called a "gallon."

My letter to you, under date of 25th December, 1830, copy of which accompanies this Report, will be more fully explanatory of all circumstances connected with the practice in the issuing of oil, and of the adoption of the measure which has been in use since that period, and which is now adverted to by Mr. M'Knight, towards rectifying an inaccuracy in the size of the measure which, up to that date, has been used from the establishment of steam vessels at this station.

4. "A quantity of timber and plank of various descriptions is exposed in a public passage leading from the pier to the dock-yard, without any watchman or person to take charge of them day or night, being in the immediate vicinity of a building yard, and to the vessels moored close to the pier, affording every facility at high water to persons induced to plunder.

The smaller planks are all stacked in the yard, but it is not sufficiently large to allow of all the timber being placed in it, without piling it up in such a way as would be in the highest degree inconvenient when the carpenters have occasion to turn them over, particularly the round timber, to select pieces for use, a course of proceeding also which could not fail of being attended with much cost, especially if it were requisite in reference to the small space within the yard again to pull the timber up.

The timber which is on the outside of the yard consists of balk, large plank, and spars, of the description which is uniformly left unprotected by private merchants in this country, without any loss occurring. Two such persons have large quantities of timber so exposed immediately adjoining the building yard mentioned by Mr. M'Knight, which is nearly a quarter of a mile distant from the Post-office yard with a drawbridge to pass by the way.

Were this yard as near to the Post-office yard as are the vessels moored close to the pier, I should not apprehend any wholesale nightly plundering by the respectable ship-builders who occupy it, any more than by the masters of the vessels, acting on behalf of their owners, and in the face of watchmen on the decks of the neighbouring vessels.

5 "Neglect of mustering the men on coming in or going out of the yard."

There has not been any general muster, but the engineer, or the clerk, in the performance of their duty, went round to the foreman of each department, and received and noted from his report, the late arrival, the presence or absence of each workman in his department.

No. 112.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Jan. 26, 1836.

6. "Neglect of searching the men to avoid the possibility of the loss of public property."

The property subject to depredation is of so bulky and ponderous a character, that the watchful eye of foremen and heads of departments has been considered quite sufficient.

Nothing but a case of extreme necessity could, in my opinion, justify the establishing a practice so revolting to the feelings of an Englishman, as would be a personal search. The moral obligation and sense of honour, which would be destroyed by such a regulation, are far better safeguards to property.

I cannot find that personal search is enforced at any private establishment, nor do I believe that any artizans of skill and good character would submit to it.

7. "The absence of proper checks in the delivery and expenditure of stores."

8. "Neglecting to have proper checks for the receipt, delivery, and expenditure of stores."

All stores are weighed, measured, or counted, as they come in, and compared with the invoices.

They are entered in books, when transferred from one department to another, and when the finished article or store is delivered out for use, entries are made in the storekeeper's books, or in those of the resident engineer, with the name of the vessel, or the use to which the store is applied.

9. "The want of proper approved demands being made for the supply of stores for such purposes as they might be required for."

Demands for stores to the vessels are invariably made, in writing, except in cases when, being on board the vessels, I have myself seen the want of a particular supply, and the storekeeper being present, I gave to him a verbal order to issue it.

I would beg to observe here that the number of clerks and assistants in the storekeeper's department is not such as to allow of going through the numerous formalities which seem pointed at by Mr. M'Knight.

Had any case come under my observation which shewed the necessity of greater caution than has been used, I should have thought it my duty to submit it to the Postmaster-General. I am, however, of opinion that the cost of increasing the number of such persons would be of greater amount than any advantage to be derived from it.

10. "Permission being granted to the principal officers and others of the establishment to purchase stores out of the dock-yard, and to dispose of them for their private emolument."

No such permission was ever given, except as stated in answer to charge 1.

Though I distinctly and clearly disclaim having given to Johnstone or to any other person, a general permission to work after hours for his own advantage, I do not wish to disguise the circumstance that I now find that Johnstone has been in the habit of having small matters done there for his vessels, his farm, &c.; but notwithstanding the severe scrutiny which has taken place, I have yet seen no reason to doubt his having conducted the whole on the same terms on which special leave was given to him as stated above.

11. "And many other instances which have more immediately come under the notice of the Commissioners of Inquiry."

This charge is so general in its terms, as to render it impossible for me to reply to it; should anything be brought forward in an answerable shape I will endeavour to meet it.

I have thus gone through the whole of the charges made by Mr. M'Knight in a manner which I hope may prove satisfactory to the Postmaster-General, but if it should appear to his Lordship that any of those charges are not fully met, I shall feel obliged by their being pointed out, as it is my most earnest wish not to slur over any part of them, nor to conceal or disguise any part of my conduct.

After having served the Post-office for 46 years, in the last 14 of which I have been placed in a situation of great labour and trust, I am pleased to find that I leave it without any charge affecting the fidelity with which it has been my constant wish to discharge my public duties.

With reference to Mr. M'Knight's observations on the establishment here, I beg to observe that though of late years it has been one of considerable magnitude, it has become such by imperceptible degrees since my appointment as agent. The regulations by which it has been governed are such as have been suggested by circumstances, as they from time to time have arisen, and if in its present state it should be thought by some that a sufficient number of persons has not been employed to check each other in the receipt, transfer, and issue of stores, it has arisen from no case having occurred shewing the want of those checks, and from my anxiety not to recommend to the Post-office an increase of the expenses without urgent necessity.

I must further be permitted to say that Mr. M'Knight's observations relative to the danger of plunderers from without are made in ignorance of the state of society, and under a false estimate of the moral feeling among the lower orders of this country. However applicable they might be among a dense population and in the vicinity of the established haunts of vice, they by no means apply to the circumstances of Holyhead.

During the first years of my agency, and before the present yard was enclosed, a very large proportion of the property of the Post-office here was, necessarily, quite unprotected, and though it occasioned me much anxiety, I never had reason to think that the losses, if any, were of serious amount.

I have the honour to be, Sir,
Your very obedient servant,
NORRIS M. GODDARD.

No. 112.

N. M. Goddard, Esq. to G. H. Freeling, Esq. Jan. 29, 1836.

Holyhead, 20th January, 1836.

Sir,—In reply to yours, of this date, I annex a statement of iron furnished by me to J. Provis, Esq., from July to October, 1834.

In 1834 I purchased, at Liverpool, about 80 cwt. of bar and rod iron, for which I have vouchers. You will perceive, by the list, that all the bar and rod iron Mr. Provis had from July to October, 1834, *was new,* and from my own store. The 280 cwt. sheet iron, dated 17th September, was old iron, from the stores: it was too thick and heavy; I therefore exchanged it (I afterwards used and paid for it) for a particular kind of sheet iron that I had for making tanks, none of which description has ever been in or used at the Post-office stores.

I never did, or had a thought of defrauding his Majesty's Post-office of a farthing. I have exerted my skill and talent, as an engineer, to the utmost, for the advantage of the service, as the increase of speed in every steam-boat repaired by me will testify.

I make no petition to be reinstated in my former situation.

I remain, Sir, &c.

N. M. Goddard, Esq. (Signed) John Johnstone.

Dates of Iron supplied to Mr. Provis, 1834.

31st July,	82	bar and rod iron.
4th Aug.,	66	ditto
28th „	105	ditto
„ „	239	ditto
9th Sept.,	43	sheet, new
„ „	26	„ rod
11th „	98	„ rod
17th „	280	„ old, from P. O. stores—afterwards exchanged for new from my own store, bought from Evans and Co., Liverpool.
1st Oct.	68	„
9th „	152	bar
„ „	68	rod

Holyhead, 23rd January, 1836.

Sir,—My motive in sending you this list of iron and other articles purchased by me, is to endeavour to do away with the opinion entertained by the Commissioners of Inquiry—viz., that I had no iron to dispose of but that which belonged to the General Post-office. As I have shares of several small coasting-vessels, and no regular ship stores being in Holyhead, it was far less expense for me to keep a small stock of different materials at hand than sending to Liverpool for every trifle I wanted.

I am, &c.

N. M. Goddard, Esq. (Signed) John Johnstone.

Holyhead, 21st January, 1836.

Sir,—I received your communication too late to reply to it last night. I find that there are two charges preferred against me, for not giving credit in the quarterly return of the sum of 3*l.* 4*s.* 8½*d.*, for stores sold to J. Provis, Esq., in September, 1834, and another sum not stated. I can only say, Sir, that I never, in my life, intentionally defrauded the Post-office of a single sixpence. The sum which I now find I did not account for, through the neglect of either my clerk or myself, is 3*l.* 15*s.* 1*d.*, which now appears in the regular memorandum-book always kept in the stores, where the different sales to Mr. Provis are entered—one sum, 3*l.* 4*s.* 8½*d.*, and the other, 10*s.* 5*d.*, same date, paid for by Captain Evans on the 12th December following; and there are still entries against Mr. Provis, since the delivery of the bill in September, 1834, of which he has not had a bill, as there was no particular time of the year at which bills for stores spared were sent in to him. I should hope no advantage will be taken of the error I have committed, when it is considered how much I was obliged to be out of the office upon other duty, and often taken away in a hurry, thereby liable to an error of forgetfulness, which I should hope might be overlooked; for I flatter myself that you, Sir, nor any other person who has any knowledge of my character, would suspect me, for a moment, guilty of wilfully converting such a pitiful sum to my own use.

I leave my superiors to deal as they please with me, only remarking that I never committed, nor intended to commit, a fraud upon the Post-office, or in private life.

I am, &c.

N. M. Goddard, Esq., Holyhead. (Signed) Rowland Roberts.

Agent's Office, Holyhead, 25th December, 1830.

Sir,—At a recent restowage, after the extension of the premises, of the various articles in store at this station, it was evident that the stock of oil, as stated in the storekeeper's monthly account for October, 1830, very much exceeded the quantity actually in hand, and I consequently directed the amount of this to be ascertained, when a deficiency of 316 gallons appeared. To endeavour to account for this result it became necessary, in the first instance, to review the accounts of the receipts and of the expenditure of oil at this station, from the commencement of the present establishment, to the 25th November, 1830, on which day the survey was made, it being possible that some error might have been committed in the various accounts which extend over a series of 9½ years.

I now enclose, for the information of the Post-master General, a summary of those accounts, by which it appears that error exists to the extent of only two gallons against the storekeeper.

It then became necessary to gauge and weigh the measure reputed one gallon, by which all the oil has been measured at its issue for service since June, 1821, and this was found to contain nearly $\frac{1}{8}$ parts of a gallon each, $\frac{1}{10}$th part being taken at ½lb., or at the rate of

No. 112.

N. M. Goddard, Esq. to G. H. Freeling, Esq. Jan. 29, 1836.

7½lbs. to the gallon, as charged by the merchant in his invoices; and at which rate consequently all supplies have been received into charge here by the storekeeper. A reference to the invoices from C. Simpson, of Liverpool, from whom all the oil which has been supplied to this station has been procured, will establish this statement.

The gross issue of oil up to the 25th November, 1830, amounts to 5064½ gallons, according to the measure above described. If that measure exceeded the true gallon by $\frac{1}{15}$ part, the deficiency of the apparent issue, on comparison with the true issue, would be 337 gallons, but as the actual excess of the measure over the true gallon is rather less than $\frac{1}{15}$ part of a gallon, proof of which I saw made, I esteem the over-issue, beyond the amount charged as such by the storekeeper in his several accounts, to correspond with the actual deficiency shewn at foot of the summary enclosed herewith, and to have arisen entirely and exclusively from the incorrect measure used here since June, 1821.

I have caused the rope in store to be weighed, and find it to be deficient 1cwt. 78lbs. of the residue which should be in store on a general review of the whole receipt and issue since the month of June, 1821, to the present period: which very trifling difference is fully accounted for, by a knowledge of the fact that the bands of all the coils of rope which have been opened in the stores, to be issued in portions for service, have been thrown by, as being of refuse hemp, and consequently useless, without being taken to the storekeeper's credit in account, although their weight has been charged for by the rope-maker, and has been admitted to the storekeeper's debit, when he charged himself with the amount of each invoice.

I enclose a summary of all the storekeeper's accounts of the receipt and issue of rope to the 14th instant.

I have ascertained that the iron of all kinds, the copper, and the smith's coal in store, correspond with the storekeeper's accounts, and I had an opportunity in the early part of 1829 to know that the store of coal also agreed with the storekeeper's accounts.

The stock of coal has been too large lately to admit of a comparison being instituted.

I am, &c., &c., (Signed) N. M. Goddard.

G. H. Freeling, Esq., &c., &c., &c.

ACCOUNT of Iron bought by Mr. John Johnstone.

1828.	Tons.	Cwts.			£.	s.	d.
Assorted	23	7	. .	Daney and Hurry, Liverpool	151	15	6
Do.	.	.	. .	Thomas Harrison, Do.	3	10	1
1830.	Cwts.	Qrs.	Lbs.				
Old	11	.	. .	Post-office Stores	2	4	0
1831							
New	2	.	. .	Owen Pritchard, Holyhead	1	7	0
Do.	3	.	. 16	Do. do.	2	2	3
1832							
New	9	2	16	Do. do.	6	19	9½
Do.	2	1	11	Post-office Stores	1	5	9
Old	1	3	5	Do.	0	12	7
Do.	.	2	24	Do.	0	5	3
New	.	.	. .	Mead, Wilson, and Co., Liverpool	2	3	6
Old	3	2	17	Post-office Stores	1	10	8
New	6	.	. .	Owen Pritchard, Holyhead	4	1	0
1833							
Old	1	1	10	Post-office Stores	0	8	3
Do.	.	1	4	Do.	0	1	3
Do.	.	3	26	Do.	0	4	4
New	.	.	. .	Mather, Roscoe, and Co., Liverpool	7	4	2
Old	2	.	31	Post-office Stores	0	11	9
New	.	.	. .	Mather, Roscoe, and Co., Liverpool	15	16	9
1834							
Old	4	2	8	Post-office Stores	1	0	5
Do.	1	3	4	Do.	0	8	0
Old	.	2	24	Do.	0	4	1
New	32	.	12	Jevous, Sons, and Co., Liverpool	16	3	6
Do.	18	1	. .	Mather, Tomlinson, and Co., Do.	9	4	6
Do.	.	.	. .	Jevous and Co., Do.	12	0	0
1835							
New	7	3	11	Mather, Tomlinson, and Co., Do.	2	16	5
Do.	7	.	18	Do. Do.	6	9	3
Do.	.	.	10½	Owen Pritchard, Holyhead	0	7	1

Purchased at different Sales of Wreck.

1829 The brig "Mary," and all her materials.
,, The brig "Harlequin" 16 lots of materials.
1830 Whitehaven brig ,, 7 lots Do.
,, Brig "John," sails, anchors, and cordage.
1832 Brig "Iphigenia" blocks, sails, cordage, &c.
,, Schooner at Cymyran, 12 dozen blocks, windlass, spars, cordage, chains, and anchors.
1833 Brig "Martha," quarter-deck, bowsprit, &c.
1835 Barque "Plutarch," rudder, anchor, ropes, and sails.
,, Ship "Sarah," sails, blocks, &c.

(Signed) John Johnstone.
Witness (Signed) James Owen.

A correct ACCOUNT of Iron, Coals, Ropes, &c., bought by JOHN JOHNSTONE, Holyhead.
Vouchers numbered as per margin.

No. 112.

N. M. Goddard, Esq.
to
G. H. Freeling, Esq.
Jan. 23, 1836.

	No.			£.	s.	d.
1828	1	Assorted Iron	Daney and Hurry, Liverpool	151	15	6
	2	Do.	Thomas Harrison Do.	3	10	1
	3	Cordage	Richard Roberts Do.	74	17	8
	4	Sails	William Ellis, Holyhead	37	2	1
1829	1	Chains	Richard Roberts, Liverpool	3	9	0
	2	Do.	John M'Dougall, Irvine	15	9	4
1830	1	Brass, &c.	Leishman and Welsh, Liverpool	59	16	1
	2	Iron	Post-office Stores	2	6	0
	3	Ropes	John Machell, Liverpool	5	11	0
	4	Do.	Simpson and Davies, do.	1	7	0
	5	Timber	Roberts and Co., Holyhead	8	4	11
	6	Coals	Kilmarnock colliery	14	19	3
	7	Chain	John M'Dougall, Irvine	17	0	0
1831	1	Ropes	John Machell, Liverpool	3	19	6
	2	Do.	Do.	7	13	0
	3	Do.	Do.	1	18	2
	4	Smith's coal	Pembrey Iron and Coal Company	14	3	6
	5	Coal	Kilmarnock colliery	14	3	9
	6	Sails	William Ellis, Holyhead	9	13	0
	7	Timber	Roberts and Co., do.	0	12	2½
	8	Smith's coal	Pembrey Company	18	15	6
	9	Do.	Do.	14	0	0
	10	Do.	Do.	14	0	0
	11	Do.	Do.	14	0	0
	12	Ropes	John Machell, Liverpool	14	12	0
	13	Do.	Do.	31	0	0
	14	Do.	Cuthbert Simpson, Do.	27	14	0
	15	Iron	Owen Pritchard, Holyhead	1	7	0
	16	Do.	Do. do.	2	2	3
1832	1	Oakham	P. Magie, Liverpool	1	3	0
	2	Pitch and Tar	C. Simpson, Do.	13	9	10½
	3	Brooms	J. Evans, H. Head	0	3	0
	4	Coals	Kilmarnock colliery	12	11	9
	5	Timber	Evan Roberts, Holyhead	1	2	1
	6	Iron	Owen Pritchard, Do.	6	19	9½
	7	Nails	Robert Brown, Do.	0	12	3
	8	Iron	Post-office stores bill	1	5	9
	9	Do.	Do.	1	9	2
	10	Culm	Penrose and Starbuck, Neath	10	13	6
	11	Timber	Roberts and Co., Holyhead	7	15	8½
	12	Iron	Post-office stores	0	16	9
	13	Oakum	P. Magee, Liverpool	1	1	0
	14	Nails, &c.	Post-office stores	2	6	9
	15	Timber	Do.	0	5	8
	16	Ropes	Thomas Phillips, Holyhead	3	1	7
	17	Iron	Mead, Wilson, and Co., Liverpool	2	3	6
	18	Do.	Post-office stores	1	18	7
	19	Coals	Kilmarnock colliery	13	10	0
	20	Iron	Owen Pritchard, Holyhead	4	1	0
	21	Blocks	Thomas Plaisted, Holyhead	0	14	3
	22	Sails	William Ellis, Do.	3	19	3
	23	Do.	John Owen, Do.	1	4	1
	24	Ropes	Thomas Phillips, Do.	0	13	3½
1833	1	Nails, &c.	Post-office stores	0	15	0
	2	Sails	John Owen, Holyhead	3	0	0
	3	Oil, &c.	C. Simpson, Liverpool	4	11	11
	4	Copper, &c.	Post-office stores	0	12	4
	5	Iron	Do.	0	14	5
	6	Timber	Do.	0	6	0
	7	Iron	Do.	0	4	4½
	8	Tar and ropes	C. Simpson, Liverpool	6	10	8
	9	Ropes	John Machell, Do.	16	6	0
	10	Coal	Kilmarnock colliery	14	8	0
	11	Nails, &c.	Post-office stores	1	2	9½
	12	Paint, &c.	C. Simpson, Liverpool	0	17	9
	13	Timber	Richard Griffith, Holyhead	2	0	0
	14	Iron	Mather, Roscoe, and Co., Liverpool	7	4	2
	15	Iron, &c.	Post-office stores	1	6	10
	16	Tallow, &c.	Do.	7	0	6
	17	Sails	William Ellis, Holyhead	3	10	0
	18	Timber	William Owen, Do.	2	6	7
	19	Varnish, &c.	C. Simpson, Liverpool	4	12	0

No. 112.

N. M. Goddard, Esq. to G. H. Freeling, Esq.

A correct ACCOUNT of Iron, Coals, Ropes, &c. (*Continued*).

	No.			£.	s.	d.
	20	Chains, &c.	Henry Wood and Co., Liverpool	16	19	1
	21	Do.	Do. Do.	10	4	0
	22	Screws	Leishman and Welsh, Do.	3	2	0
	23	Hoops	Thomas Plaisted, Holyhead	2	14	6
	24	Iron	Mather, Roscoe, and Co., Liverpool	15	16	9
	25	Ropes	John Machell, Do.	9	3	6
	26	Sails	William Ellis, Holyhead	20	15	0
	27	Copper, &c.	William Davies, Do.	51	2	9
	28	Sails	William Ellis, Do. (different periods)	5	0	4
	29	Smith's coal	Pembrey Iron and Coal Company	26	19	0
	30	Do.	Eagle Bush colliery, Neath	22	11	0
1834	1	Iron, &c.	Post-office stores bill	2	6	2
	2	Do.	Do.	1	5	7
	3	Cordage	John Price and Co., Liverpool	2	9	6
	4	Nails, &c.	C. Simpson, Do.	1	15	0
	5	Rosin, &c.	Lloyd and Carter, Do.	6	10	4
	6	Ropes	Simpson and Davies, Do.	16	15	0
	7	Coals	Kilmarnock colliery	11	16	0
	8	Timber, &c.	Post-office stores	3	10	6
	9	Ropes	John Machell, Liverpool	4	15	0
	10	Coals	Kilmarnock colliery	14	8	0
	11	Iron, &c.	Post-office stores	0	7	8
	12	Sails	John Owen, Holyhead	0	7	9
	13	Copper	Post-office stores	1	1	9
	14	Leather, &c.	Do.	2	6	6
	15	Ropes	John Machell, Liverpool	4	7	8
	16	Sails	John Owen, Holyhead	14	17	6
	17	Do.	Do. Do.	2	10	4
	18	Cordage, &c.	Simpson and Davies, Liverpool	3	13	7
	19	Do.	Do. Do.	9	16	0
	20	Do.	Do. Do.	14	0	2
	21	Iron cable	Logan and Co. Do.	16	11	0
	22	Iron	Jevons and Co. Do.	16	3	6
	23	Timber	Robert Rigby Do.	11	7	4
	24	Do.	John Pritchard and Co. Do.	5	7	0
	25	Iron	Mather, Tomlinson and Co., Do.	9	4	6
	26	Shovels	Wood and Co., Stourbridge	3	8	0
	27	Sails	William Ellis, Holyhead	7	17	6
	28	Ropes	Cuthbert Simpson, Liverpool	53	10	8
	29	Do.	Edward Atkinson, Dublin	25	3	6
	30	Timber	Post-office stores	1	9	8
	31	Do.	Do.	3	7	2
	32	Oil and Paint	Lloyd and Carter, Liverpool	2	9	10
	33	Do.	Do. Do.	6	16	6
	34	Iron	Jervous and Co.	12	0	0
	35	Timber	W. B. Jones, Holyhead	3	16	7
	36	Blocks	Thomas Plaisted, Do.	4	5	7
	37	Smith's coal	Eagle Bush colliery, Neath	20	0	0
1835	1	Cordage	Simpson and Davies, Liverpool	0	15	3
	2	Sails	John Owen, Holyhead	59	8	11
	3	Blocks, &c.	John Pritchard and Co., Liverpool	2	8	0
	4	Oils, &c.	Lloyd and Carter Do.	3	1	8
	5	Sails	John Owen, Holyhead	2	5	9
	6	Iron	Mather, Tomlinson and Co., Liverpool	2	16	5
	7	Tar	Cuthbert Simpson, Do.	2	19	1
	8	Ropes, &c.	Do. Do.	9	13	0
	9	Timber, &c.	Post-office stores	2	11	6
	10	Coals	Kilmarnock colliery	12	12	0
	11	Iron	Mather, Tomlinson and Co., Liverpool	30	14	3
	12	Ropes	C. Simpson Do.	0	5	9
	13	Do.	Do. Do.	0	14	10½
	14		Do. Do.	2	2	9
	15	Chain, &c.	Post-office stores	5	17	7½
	16	Nails	Margaret Brown, Holyhead (different periods)	1	12	0
	17	Sails	John Owen, Do.	0	16	4½
	18	Steel	Owen Pritchard, Do.	0	7	1
	19	Smith's coal	Eagle Bush colliery, Neath	14	5	6
	20	Do.	Do. Do.	17	5	0
	21	Cordage	C. Simpson and Co., Liverpool	15	17	8
	22	Smith's coal	Giant's Grave, Neath	11	14	6
	23	Do.	Eagle's Bush colliery, Do.	11	4	0

JOHN JOHNSTONE.

Witness JAMES OWEN.

No. 113.

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

Holyhead, 11th February, 1836.

Sir,—I have the honour to acknowledge the receipt of your letter of the 5th instant, enclosing an extract of so much of the Report from Captain Evans and Mr. Gardiner, on the Holyhead Packet Establishment, dated 6th January, 1836, as relates to me.

On comparing this extract with Mr. M'Knight's letter of 15th January, 1836, it cannot have escaped the notice of the Postmaster-General that Mr. M'Knight says he formed his opinion of the frauds alleged to have been committed by the resident engineer and the storekeeper, from investigations made by him under the information he received from the Commissioners above-named; whereas those Commissioners declare that they found their opinion, on the same part of the subject, on several cases they have investigated, and on the Report made by Mr. M'Knight to the Postmaster-General.

With these statements before him, his Lordship will be surprised to learn that up to this moment neither those Commissioners nor Mr. M'Knight have ever said or written one word to the resident engineer on the subject of the fraud with which they charge him; nor has Mr. M'Knight had any communication with the storekeeper as to his case; whilst with respect to the first, if not both, I am inclined to think that a more full investigation would establish his, probably their, innocence of the charges.

Extract of a Report from Captain Evans and Mr. Gardiner on the Holyhead Packet Establishment, dated 6th January, 1836.

1. On examining the store accounts our attention was in the first place directed to the manner in which the stores were supplied to the different vessels; we found that they were issued by the resident engineer and the storekeeper to the mates and engineers of the packets, no demand being made for stores of ordinary consumption nor any receipt given; but we were informed that the mates and engineers of the packets kept pass-books in which every article supplied from the Dock-yard, for their respective vessels, was inserted, and that their pass-books formed a check upon the issues of the resident engineer and storekeeper, as the quarterly returns made by the commanders were extracted from them.

Ap. (E.) Nos. 58 & 59.

2. Mr. Goddard states (Appendix, 22nd Report of Commissioners of Revenue Inquiry) that in examining the storekeeper's accounts of the uses to which stores issued have been applied, he compares them to see "if they agree essentially with the quarterly returns made by the commanders of all stores received on board the packets which they command, and where applicable, with the monthly returns, by the ship engineers, of stores received for the use of the department."

3. We compared the accounts kept by the storekeeper of the stores issued to each packet during the present year with the pass books of the mates and engineers, and the six lists we have made out of stores charged to those vessels by the storekeeper in the pass-books will enable the commissioners to judge of how far those accounts are to be depended upon.

Ap. (E.) Nos. 80, 81, 82, 83, 84, and 85.

4. Stores to a considerable amount appeared to have been issued to four colliers belonging to the Post-office during the same period. No receipt was given for these stores, and no account kept of them beyond the charge in the storekeeper's accounts.*

1. } The annexed three paragraphs of the Extract of
2. } the Report relate to the issues of stores to the re-
3. } spective steam-packets, and by implication charge the storekeeper with making false entries in his books of stores stated to have been issued by him, because corresponding entries do not appear in the pass-books of the mates and engineers of those vessels; in explanation of which I am to state for his Lordship's information, that the mates and the engineers occasionally attended to draw stores, under orders signed by me, without having their pass-books in which to make entry of the stores supplied; yet, and notwithstanding, from the necessity of the case, the stores were supplied, and entry of those stores in the pass-books was omitted at all subsequent opportunity.

Occasionally those stores were supplied to meet an urgent demand from the commanding officer of the steam-packet just as the vessel was on the point of departure on her voyage, and the customary form of entry in a pass-book was not attended to. And further I have to add, that when the steam-packets are in course of undergoing annual or other repairs, the various articles supplied are for the most part issued to and drawn by the various workmen for the uses to which they are to be put in their respective departments, unattended by the mates; who, at such times of general or occasional repair, have been in the practice of leaving their pass-books in the storekeeper's office, to be filled up by the clerk or the yeoman of the stores, either of whom may have neglected to make the entry.

Wherefore to some one, if not to all of those causes (as the six steam-packets underwent the full customary annual overhaul and refit in the last year, the period stated by the Commissioners as being that over which their examination in this particular extended), and to the circumstance of all the timber and heavy iron-work supplied to the packets when under repair not being at any time entered in the several pass-books, may truly be attributed any difference between the entries in the pass-books and those in the storekeeper's accounts, and not to any intention of the latter to defraud the revenue by charging issues of stores which had not been made.

4. For the ordinary supply of stores to meet the "wear and tear" of the colliers, my own order was invariably given either in writing, or verbally on inspection, when necessary, of the stores to be replaced.

When these vessels were under repair, the storekeeper acted also in the capacity of foreman of shipwrights, so that there could be no other check upon him than the stores issued by his directions were entered by the clerk of the stores and not by himself, and were conveyed to the place of consumption by the artizans employed on the vessel.

* "There was no other check on the stores issued by the storekeeper to the colliers than the account kept by the storekeeper."—Mr. M'Knight's Evidence, App. (E.) No. 117, p. 189.

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

5. In this day-book of the storekeeper's appears an expenditure headed "Spared Stores," which are stores supplied by the storekeeper and resident engineer without any direct authority from the Postmaster-General. The agent justifies himself in permitting those sales by stating that he has an implied understanding with Mr. G. H. Freeling sanctioning them, and that a regular account of such sales is transmitted to the General Post-office.

Ap. (E.) No. 22.

6. Although the spared stores sold and accounted for to the General Post-office are trifling in amount, the system gave a facility to fraud and peculation, which we have reason to believe, from several cases we have investigated, and from the Report made by Mr. M'Knight to the Postmaster-General, may have been carried to a very great extent.*

Ap. (E.) Nos. 86, & 117.

7. It is only surprising that, after it had become a matter of public notoriety and complaint on the part of the inhabitants of the town, the storekeeper and resident engineer should not have been prevented from selling stores or appropriating them to their own purposes.

Ap. (E.) No. 117.

8. There was no return made to the General Post-office of the receipt and expenditure of boiler plate, or of the materials for the construction of boilers, in the accounts of an establishment, the principal object of which is the manufacture of boilers.

Ap. (E.) Nos. 61, 68, 69, 73, 74, 75, 76, 77, 87, & 116.

9. The quality of the stores has been represented as very inferior, particularly the oil and tallow supplied for the engine rooms, which is said to be often unfit for use and offensive and disagreeable to passengers.

10. On inquiring why the commanders had not made a representation of the bad quality of the stores, we found it was owing to the manner in which any suggestion of this is received by the heads of the department.

Ap. (E.) No. 87.

This is noticed in a letter from Captain Davis; but a much more striking illustration will be found in the evidence of the late Captain Skinner before a Committee of the House of Commons.

Receipts for stores delivered from the depôt have not in any instance been required; but a regular account has been kept of them in the monthly returns of "the application of stores to use."

5. It has been the practice, frequently, to accommodate individuals by selling to them stores which were not immediately wanted in the yard. This may not have been in conformity with the rules for the government of the navy dock-yards; but as no regulation was laid down for my guidance, by which it was forbidden, I conceived myself at liberty to pursue it so long as I took due care that the interests of the revenue were not injured. In no case have stores been spared but at a rate which more than repaid their cost.

6. However objectionable this may have been, as affording "facility to fraud and peculation," and notwithstanding all the inquiry that has been made, I do not believe that any such have taken place. The charge against the storekeeper may be mentioned as a proof to the contrary; but that case must be looked into in a different manner from what it has yet been, before I can admit its force.

It is right to observe that the practice of sparing stores on the terms above described, to the resident engineer and others, is distinctly set forth in my communication to you, under date of 26th July, 1834, being my observations, made by your desire, on a letter printed in the "Mirror of Parliament" (as part of a corrected speech made by Mr. Wallace in the House of Commons, extracts of which you had enclosed to me for that purpose), to the whole of which, and particularly to the paragraph marked H in the copy appended hereto, I beg to refer you.

7. I have not heard of any complaint on the part of the inhabitants of the town, and no instance has come to my knowledge in which the engineer and storekeeper have resold stores which have been spared to them for their private use. The resident engineer has with my concurrence "borrowed" (not "bought") Smith's coal, to be repaid in kind by Mr. Provis, the engineer of the Harbour Commissioners; and it appears that he has done the like to some other persons without my previous leave or concurrence. These, however, are all cases of "loan," and not of "sale."†

8. Though not included in the monthly accounts sent to the General Post-office, the boiler plate was regularly passed through charge and discharge in the storekeeper's office.

The reason why it was not included in those monthly accounts was, that I never ordered from the merchant in Liverpool a greater quantity than was considered necessary for the particular purpose for which it was obtained, whether for building a new boiler, or for the general repair of an old boiler.

9. } Complaints of bad tallow were made ten or
10. } twelve years ago, and the stock was returned to the merchant; since that period no "representations" have been made to me.

On this point, and the manner in which "representations" of the commanders have been received by me, I particularly beg to refer you to Captain Skinner's evidence before a Select Committee of the House of Commons in 1832, at page 59, in reply to queries 576 to 586, both inclusive.

* "You have stated that the sale of spared stores gave a facility for fraud and peculation?—Yes, there is no question of that in a public department.

"Do you believe that any such has taken place?—I do, most assuredly.

† "Mr. Goddard states that the resident engineer has with his concurrence borrowed and lent smiths' coal, but that those were cases of loan and not of sale; do you know whether they were cases of sale or of loan?—I am quite satisfied that the resident engineer did sell smiths' coals; I saw the bills of parcels and the receipts.

"Did he account to the Post-office for those sales?—No, not at all."—Mr. M'Knight's Evidence, App. (E.) No. 117.

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

11. Captain Skinner at that time particularly mentioned the weakness of the vessel (the "Escape") which he then commanded (one of the steamers built by Graham at Harwich): He also stated that none of the packets were supplied with any code of signals, and that they had not the means of extinguishing a fire on board, which can easily be obtained, and at a trifling expense, by merely attaching a branch pipe with a hose to the force pump in the engine room.

Report of Select Committee on Post Communication with Ireland, p. 60.

12. Unfortunately none of Captain Skinner's suggestions were attended to. After both he and his mate had been washed overboard, they found it necessary to strengthen the "Escape."

Ap. (E.) No. 54.

13. Up to this time, however, they have not been supplied with the ordinary means of extinguishing fire, although two vessels have been on fire and nearly destroyed.†

Ap. (E.) No. 70.

14. The manner in which the labourers and artificers were paid their wages appeared to us particularly objectionable. All the people under the orders of the storekeeper, and who are engaged by him, he paid weekly at a public-house of his own in the town; countenancing at the same time certain deductions or subscriptions from their wages to be expended in a particular shop in the purchase of clothes, &c.

Ap. (E.) No. 117.

15. The engineers, boiler makers, and smiths, were paid by their foreman at other ale-houses; these persons being the persons who kept the account of the labour which they paid for.

There was no regular muster in the dock-yard of the workmen; and we have reason to suppose that many have been frequently charged as employed in the dock-yard when they were absent.

Ap. (E.) No. 42.

Ap. (E.) No. 116.

16. On making inquiries respecting a sale of nearly twelve tons of iron to one of the blacksmiths in June last, we found that he had been absent for several weeks in Scotland, although regularly entered in the engineer's books as employed in the yard.

Ap. (E.) No. 47.

17. The contradictory statements of the storekeeper about the person to whom this iron was sold are worthy of attention.

Ap. (E.) Nos. 33 & 34.

11. The suggestions of Captain Skinner were made before a Committee of the House of Commons, and I presume that if they had been considered worthy of adoption, orders would have been given to carry them into effect.

12. The Commissioners have been entirely misinformed on this point. A reference to page 54 of the Evidence before that Committee of the House of Commons, and at query 459, will show the time (being nearly two years previous) when the "Escape" was strengthened, and the cause which induced Captain Skinner to make his representation of that vessel's weakness about the bows. Nothing has been done towards strengthening the "Escape" since that officer's unfortunate loss.*

13. See No. 11. Additional scuttles have been made over the coal-lockers, so as to facilitate the application of water by "buckets," which are the "ordinary" means of extinguishing fires aboard all vessels.

No "extraordinary" means had been ordered to be adopted.

14. I was aware that the storekeeper was in the habit of paying the men at his own house; but if any deductions were made of the nature mentioned in the Report, it was entirely unknown to me.

15. There is great difficulty in obtaining change on these occasions. The publicans whose houses are frequented by the men take care to be provided with it, and refuse to part with it except to their own customers.

There has not been any general muster; but the engineer or the clerk, in the performance of their duty, went round to the foreman of each department, and ascertained from his report, and by their own observation, the presence, the late arrival, or the absence of each workman in the department.

The foremen have not, under any circumstances or at any time, kept an account of the labour of the workmen in their several departments.‡

16. In this matter I admit an irregularity. Douglas, the principal blacksmith, at fixed weekly wages, having for many years been called on to work at extra hours, and frequently all night, without extra pay, had in justice a large claim on the Post-office.

On the occasion in question, he was absent by my leave, on very important private business, only ten days; on another occasion also, he was absent by my leave eighteen days; which two periods constitute the whole time of his absence from duty during a service of $9\frac{1}{4}$ years, and I thought it but fair that, in consideration of such his claim, his weekly wages should be continued on charge, notwithstanding his absence. His just claim for extra time would have amounted to a very much larger sum than he received in this way.

17. Whatever may have been the storekeeper's statement as to the sale of 11 tons 18 cwt. of old iron, the transaction was as follows, viz.:—

There being in the store-yard an accumulation of upwards of 100 tons of old boiler plate and scraps, I agreed with Messrs. Mather and Co., of Liverpool (theirs being the highest tender), that they should have what we could spare at £3. 15*s.* per "long ton" (viz., at 120 lbs. to the cwt.) delivered free of charge to them at Liverpool. This iron, therefore, would have netted to the Post-office, after deducting freight, at 4*s.* per statute ton, and "dock

* "The 'Escape,' subsequent to Capt. Skinner's death, was considerably strengthened at Holyhead."—App. (E.) No. 54.

† "We, the undersigned commanders of the Post-Office packets on the Holyhead station, declare that the ordinary means of extinguishing fire on board steam-vessels, by having a branch pipe and hose from the forcing feed pump in the engine-room, is not adopted in any of the vessels we command."

"There is not at present any code of signals on board of the Post-Office steam-packets under our command."—Statement of Commanders, App. (E.) No. 70.

‡ "You have stated that there was no muster of the workmen in the Dock-yard—who kept an account of the time of their labour?—The time was kept by the different foremen of their own particular parties, and reported by them to the storekeeper and engineer; from which report the men were paid.

"Who paid the workmen?—The storekeeper paid many of them, those particularly in his department, and the others were paid by the foremen of the different gangs, who themselves had given the account of the number of men employed, and the time they were employed, to the storekeeper and engineer; those men were all paid at public-houses."—Mr. M'Knight's Evidence, App. (E.) No. 117.

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

and town dues" at Liverpool, not quite £3. 6*s*. per statute ton.

After the iron had been set apart for sale, Douglas, the principal smith, requested leave through the resident engineer to select ten or twelve tons of it for his brother, who is a blacksmith in Scotland, and I permitted him to have it at the price of £4 per statute ton, paid at Holyhead. There was consequently on this transaction a clear gain to the Post-office of £9.

18. The resident engineer is not able to make finished drawings of machinery.

It may be difficult to define what are in other respects the qualifications necessary to enable a man to do the duties of an engineer, or to judge of those qualifications in others.

Johnstone states that he has served his regular apprenticeship to a millwright and to an engine-founder. He was constantly employed on sea-going engines, from their first application to the propelling of ships; and if his fitness for his duties is to be judged of by the performances of the vessels which have been repaired at Holyhead, there can be little doubt that the Commissioners have come to a wrong decision respecting him. The evidence appended to the Report will probably show how far they have pursued their examination of him, and how far they have found him deficient in the various branches of an engineer's duty.

19.) I admitted to the Commissioners that I had not
20.) been educated as an engineer; but I must have been blind indeed to the nature of steam if, in fourteen years' experience with steam-ships, I had not become acquainted with the effect of loading the valves.

The extent to which the valves have been loaded at Holyhead has always been in proportion to the strength of the boiler; and while the boilers of steam-vessels on the Clyde have been subjected to pressure at the rate of 10 or 12 lbs. per square inch, ours have in no case been loaded beyond 6½ lbs., although far stronger than those of private vessels.

21. The storekeeper was appointed at a time when the establishment was on a very small scale; he is an intelligent and useful man in conducting the repairs of vessels, and his want of skill in the keeping of books was supplied by giving him an efficient clerk.

22. I have not been anxious to disclaim any responsibility which justly belonged to me.

I disclaim being responsible for the prices and qualities of stores purchased by Mr. Banning; and for the custody of stores kept by the storekeeper appointed by the General Post-office.

I also disclaim being answerable for inaccuracies in the detail of the accounts of the sub-officers.

These disclaimers are strictly in accordance with my letter of 8th January, 1829, referred to in the Report which I now reply to, and with the statement by me relative to the custody and care of the stores, which appears in the Appendix to the 22nd Report by the Commissioners of Revenue Inquiry, p. 437.

23. For my answer to this I beg to refer you to the former part of this letter, in answer to No. 6.

As the loan of smiths' coal, in those cases where it was sanctioned by me, was a mere temporary accommodation, it was not thought necessary to make a formal entry of it in the books; but it is erroneous to say that "no account or check was kept of the quantity taken out or returned into store."†

Ap. (E.) Nos. 78 & 79. 18. The resident engineer did not, in our opinion, possess the qualifications necessary for his situation. The scientific work was all performed by two of the workmen under him.

Ap. (E.) No. 24. 19. He has been permitted by the agent to make some important alterations in the engines of the packets, the nature of which Mr. Goddard, by his own statement, appears to have been ignorant of, and there was no authority from the General Post-office to permit these alterations.

Ap. (E.) No 71. 20. The change he made was by placing a double load on the valves and altering the slides so as to produce highly-elastic steam on the expansive or high pressure principle, which would have been dangerous with old boilers.

21. The storekeeper appeared totally unfit for his duty; but the frauds which we have investigated affecting both him and the resident engineer, make it unnecessary for us to say more of these two officers, than had there been proper control exercised either by the agent or Mr. Freeling, they would have been both removed from their situations before our arrival at Holyhead.*

22. The Commissioners will observe the anxiety evinced by Mr. Goddard to disclaim all responsibility with respect to the receipts and issues, quality and prices of the stores, and the accuracy of the accounts kept in the dock-yard. We cannot, however, imagine that it was intended to extend the entire control of the store department to the storekeeper and the resident engineer, when we refer to the evidence of Mr. Freeling and the minute specification of Mr. Goddard's duties in his letter to the Commissioners of Revenue Inquiry.

Ap. (E.) Nos. 28 & 26.

Ap. (H.) No. 8.

Ap. (E.) No. 25. 23. Mr. Goddard admits having sanctioned the sale of stores by the resident engineer and storekeeper to private individuals. He also says that he permitted the resident engineer to work up articles for his own emolument, to take smith's coal from the store and repay them in kind without any account or check being

* "Mr. Goddard, the Agent at Holyhead, stated to Captain Evans and Mr. Gardiner that he is not responsible for the issue of stores, for the receipt of stores, for the quality or price of stores, for the labour accounts, for the storekeeper's accounts, nor for anything connected with the engine department. He further said, that there is not a single book kept in the Dock-yard, for the accuracy of which he can answer. Do you consider that Mr. Goddard was justified in making that statement?—I would say very broadly, that that statement of Mr. Goddard is wholly contrary to my idea of his duties as an Agent; for if that statement be correct, I cannot answer the question better than by putting another—What can have been the use of the appointment of an Agent? As for the books and accounts in the Dock-yard, as it is termed—that Dock-yard was a creation of his own, left entirely to his management, and who was to be responsible except the Agent, the Postmaster-General's officer, I cannot possibly imagine."—Mr. G. H. Freeling's Evidence, Ap. (H.) No. 8.

† "You stated that the resident engineer frequently sold smiths' coals; was any account or check kept of the quantity delivered out of store?—I found none whatever in the department.

"Have you reason to believe there was any?—I am satisfied there was none."—App. (E.) No. 117.

kept of the quantity taken out or returned into store.

24. Mr. Goddard was not only aware that the resident engineer and storekeeper were both engaged in trade, but has employed the vessels belonging to Mr. Johnstone (the resident engineer) for the conveyance of the Post-office stores from Liverpool to the entire exclusion of the other vessels trading between Holyhead and Liverpool, the owners of which had offered to convey the stores for a much less freight than was charged by Johnstone, the resident engineer.

Ap. (E.) No. 23.

Ap. (E.) Nos. 20, 21, & 52.

25. The person employed as gatekeeper of the dock-yard, and who had to examine the passes, we found could neither read nor write English.

Ap. (E.) No. 42.

26. After our arrival at Holyhead, Mr. Goddard became aware, for the first time, that the gatekeeper had a key of the dock-yard.

Ap. (E.) No. 26.

27. And that one of the labourers had a key of the coal store.

Ap. (E.) No. 26.

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

In my reply dated 23rd January last, to Mr. M'Knight's charges, I have fully explained the instances wherein I gave permission to the resident engineer to work up articles for his own emolument, and to that letter I request reference to be made.

24. This charge is so fully answered in my replies to Mr. M'Knight, and in my letter (at paragraph 2) dated 26th July, 1834, and appended hereto, that it scarcely seems necessary for me again to revert to it, as I have there set forth the reasons why Johnstone's vessels were principally employed, the rates at which they were paid, and the grounds on which I declined accepting the only tenders that had been made to me to convey stores at a lower rate.

25. If it be deemed necessary to establish a rigid system of passes, the person hitherto employed as gatekeeper is undoubtedly unfit for that office.

26. I was always aware that the gatekeeper was in possession of the key of the gate of the outer yard, from the hour when it was closed at night until it was opened in the morning. The recent discovery, alluded to in the Report, is that the key continued in the possession of the gatekeeper during the day, while the gate was open, instead of being hung up in the resident engineer's office as it had used to do.*

27. The occasional very early or very late issue of coals made it necessary at times to confide the key of the coal-yard to the person charged with the superintendence of that duty. The placing of it permanently in his custody was an act of the storekeeper's without my knowledge, as was the obtainment of a duplicate-key of that yard, to remain in the storekeeper's possession.

I have thus gone in detail through the various charges contained in the Extract of the Report, and will trouble his Lordship no further at present; but if at a future time I should think it necessary for my justification to make other observations on the Report, or the evidence (when known to me) by which it is supported, I trust I may be permitted again to present myself to his attention.

I have the honour to be, Sir,
Your most obedient Servant,
NORRIS M. GODDARD.

Copy of a Paper transmitted to *Sir F. Freeling*, Bart., by the Agent for Packets at Holyhead, under date of 26th July, 1834.

Copy of a Letter which Mr. Wallace, in his corrected Speech in the Parliamentary Mirror, gives as one received from Liverpool by him.

Liverpool, April, 1834.

"SIR,—I wish you would inquire a little about the infamous work going on at this place, at Dublin, and at Holyhead, and begin with the latter.

"Why are all the steam-packets to Holyhead to be repaired, from this place, from Dover, from Donaghadee, Weymouth, and even Milford, where there is a fine naval yard? I will tell you why; Holyhead is a little sly corner where ———'s dear friend and agent, ———, and a Scotchman, carry on their work unobserved."

Copy of Observations made by the Agent at Holyhead, by direction of Sir F. Freeling, on the annexed Extract of a Letter to Mr. Wallace, given by him as one received from Liverpool.

A. It is true that steam-packets from the several stations, which are named in the annexed extract, have repeatedly undergone general repair at Holyhead; but it is not true that the Postmaster-General has so ordered it "because the agent and the resident engineer" (whom probably the blank intends) "carry on their work unobserved," but because the work is executed fully as well as, and at a much smaller expense than would be incurred at, any other seaport, or at any shipwright's, engine-founder's, or boiler-maker's establishment; and because the several superintendents of the respective descriptions of work esteem it essentially their interest, as it is their practice, to see that materials of unexceptionable quality alone be used, and that the workmen execute the work faithfully; thereby to ensure durability in service, and thus to establish a proof of their zeal and capability in the duty required at their hands.

B. Further, because as all the materials and stores required in repairs and outfit are obtained at wholesale price by the General Post-office, that department, through the agency of its officers at Holyhead, virtually

* "A few days ago Mr. Goddard became aware that the gatekeeper had a key of the Dock-yard—believes he has had this key for two years in his possession."—Mr. Goddard's Statement, App. E. No. 26.

No. 113.

N.M.Goddard, Esq. to G.H.Freeling, Esq. with enclosures. Feb. 11, 1836.

[Copy of a letter which Mr. Wallace, in his corrected speech in the Mirror of Parliament, gives as one received from Liverpool by him.]

"They say workmen are cheaper at Holyhead,—that is false."

"I must tell you that every particle of materials is carried from Liverpool to Holyhead.

"This ——— is whole or part owner of five or six vessels that convey all these materials: he has also shares in other trades, all of which are repaired at Holyhead, and it is well known that ——— goes snacks."

becomes the chief of the various trades which are necessarily had recourse to in the repair and equipment of a steam-vessel; thus saving the whole of the profits which usually go, in no small proportion, to the heads of the private establishments, in whose hands vessels are placed to undergo repair; and assuring to itself good and faithful work in return for its expenditure.

C. It is not "false," be the statement made by whom it may, that "workmen are cheaper at Holyhead;" on the contrary, it is perfectly and undeniably true that the wages of workmen at Holyhead are much lower than at Liverpool or London; and that as steam-vessels when under repair at Holyhead are placed immediately in the vicinity of the government works, the transport of materials between them and the vessel is effected rapidly and without diminishing, in any sensible degree, the space of time or working hours of the artisans on board; "time" occupied in his work or labour being the measure for the wages which he receives; whereas, either in the port of Liverpool or in the Thames, it may be truly stated that one-third of the day's work of the artisan is consumed in his journeys between the vessel and the distant shore-establishment to which the charge of the repair has been confided, and in the conventional arrangement with the workmen, whereby they are permitted to withdraw, at stated periods, for "refreshments," in addition to the ordinary portions of time allotted for regular meals; whilst as would respect the remuneration for the agent's services in his quality, assumed through the necessity of the case, of general surveyor, planner, and superintendent of those repairs, in addition to the legitimate duties of his office, he laments to know that neither the highly-valued friendship of the individual most probably alluded to by the writer of the letter, nor the just consideration of the chief of the department, has obtained for him as yet a revision and proportionate increase of his salary and appointments, now that his charge has swollen from three steam-vessels and one sail-vessel, in 1821 (when he entered on the duties of his office), to nineteen steam-vessels and five sail-vessels, the general repairs of which he is called on to superintend, as well as the occasional repairs of such of that number as are attached to the Holyhead station; viz., 6 steamers and 5 sail-vessels.

D. It is not true, that every particle of materials is carried from Liverpool to Holyhead; because every foot of fir, ash, birch, beech, elm, and oak timber, which has been used at the Holyhead station for several years past (with the occasional exception of a heavy piece of keel or mast), has been laid down at Holyhead for sale by private adventurers who charter direct from the colonies, or from the Welsh oak forests.

E. It is believed, by the agent, to be true, that "the resident engineer, Johnstone, is part owner of five or six vessels;" and that they convey from Liverpool a small part, and not the whole, as before shown, of the stores required towards the general repairs of steam-vessels at the Holyhead station.

F. The writer of the letter from which the annexed is extracted, might have added, that those stores are conveyed at the customary rate of freight between the two ports; and that when any particular store is required from Liverpool at a stated period, or without loss of time, it has frequently happened that those vessels have either sailed with only half a cargo on board, to ensure a quick delivery at Holyhead of the article needed—or have, with a full cargo, deferred their departure from Liverpool for several days, solely for the purpose of bringing the piece of machinery, after having been prepared at the engine foundry.

G. It is true, that those vessels occasionally undergo repair at Holyhead, and that the repair is executed by the same ship-carpenters as are employed in the occasional repair of the steam-packets; but as those men are free to work where they can obtain employment, it may readily be believed that, when they are employed on

[Copy of a letter which Mr. Wallace, in his corrected speech in the Mirror of Parliament, gives as one received from Liverpool by him.]

"As a proof of those dishonest doings there have been serious robberies in the Government-yard lately, and all was hushed up for fear the men should tell tales."

No. 113.

N. M. Goddard, Esq. to G. H. Freeling, Esq. with enclosures. Feb. 11, 1836.

vessels belonging to private individuals, their wages are not paid by the agent for the Post-office steam-packets.

II. If it be insinuated by the writer of the annexed letter, that all the stores which may be needed in the repair of those private vessels are supplied from the Government works at Holyhead, or if any be spared from thence, that such supply is at the cost of the revenue,—such insinuation would avail little, were an inquiry instituted against distinct entries, in the agent's accounts, to the credit of the General Post-office, of the full cost-price, including freight, of all naval stores spared, whether to the resident engineer, or to any other private individual (of which there are numerous instances), in consequence of their application to the agent, when in distress at this out-port; which not only has not a tradesman in a condition to furnish such supplies, but where many of the tradesmen in their difficulties, arising from scarcity of stores in their respective trades, also apply to the agent for assistance towards meeting the demands of their customers,—a practice of relief which has been sanctioned by the General Post-office, when it can be afforded without inconvenience to the station, in consequence of the poverty of the tradesmen of Holyhead, and the hardships which the shipping interest would be exposed to were that permission to relieve withdrawn.

I. If the agent (who probably is intended by the blank in the annexed paragraph) "goes snacks" with the owners of those five or six small vessels, that fact is not as "well-known" to the person who would be most likely to be privy to it as to the not especially veracious writer of that assertion.

K. It is not true that "there has been serious robberies in the Government-yard lately," or at any time since it has been established; consequently it cannot be true, that "all was hushed up, for fear the men should tell tales;" whilst the only "dishonest doings" are the unfounded assertions of this apparently anonymous calumniator, whose definition of "proof," after this example of his argument, might not safely be relied on.

NORRIS M. GODDARD, Agent.

Holyhead, 26th July, 1834.

No. 114.

AN INVENTORY of Stores, Implements, &c., taken between the 16th of January and the 8th of February, 1836. By T. M'KNIGHT, R N., pursuant to an order from the Postmaster-General.

Species.	Quantity.	Weight.				Remarks.
		Tons.	Cwt.	Qrs.	lbs.	
Anchors, New	1 in No.	0	9	0	8	No notice of these articles made in the accounts sent from this Department to the Post-office, showing how any of them are in any way disposed of, or what number or quantity may remain at any period of the year, and therefore no comparison of the stores or charge can be made with this survey.
	1 ,,	0	6	0	4	
,, Old, unserviceable	12 ,,	2	18	0	0	
,, Mooring	1 ,,	0	16	1	0	
Awnings, New—3½ yds. by 2½ yds.	2 ,,					
,, Curtain	1 ,,		4 yards			
Axes, Chopping	2 ,,					
,, with handles	1 ,,					
,, Pick	2 ,,					
Bags, Nail	16 ,,					
Ballast. Iron Pigs	440 ,,	16	10	0	0	
Balls, Musket	2220 ,,					
Barrows, Wheel, new, complete	6 ,,					
,, ditto, ditto, not complete	11 ,,					
,, for coal vessels	8 ,,					
,, general use	25 ,,					
,, Trucks	4 ,,					
,, ditto, with Water Cask	1 ,,					
Bayonets, with Scabbards	66 ,,					
Beds, Feather	17 ,,					
Bench, wood in Armory	1 ,,					
Binnacle, wood, old "Wizard"	1 ,,					
Blocks, treble, 24-inch, purchase brass, sheaves wrought iron	3 ,,					
,, ditto, 19-inch, ditto, ditto	2 ,,					
,, ditto, 17-inch, ditto, ditto	1 ,,					

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Blocks, Single, 24-inch, purchase brass, sheaves wrought iron	2 in No.		
,, ditto, 19-inch, ditto, ditto	1 ,,		
,, Double, 15 ,,	1 ,,		
,, ditto, 10 ,,	4 ,,		
,, ditto, 9 ,,	2 ,,		
,, ditto, 8 ,,	1 ,,		
,, Single, 11 ,,	1 ,,		
,, ditto, 10 ,,	5 ,,		
,, ditto, 9 ,,	3 ,,		
,, Snatch, 13 ,,	2 ,,		
,, ditto, 11 ,,	1 ,,		
,, ditto, 6 ,,	1 ,,		
,, ditto, 5 ,,	1 ,,		The same remarks apply to this page as in the preceding.
,, Iron-bound Single, 8 ,,	2 ,,		
,, Shell Double, 11 ,,	3 ,,		
,, ditto, 8 ,,	4 ,,		
,, ditto, 7 ,,	12 ,,		
,, ditto, 6 ,,	11 ,,		
,, ditto, 5 ,,	8 ,,		
,, Shell Single, 11 ,,	2 ,,		
,, ditto, 10 ,,	8 ,,		
,, ditto, 9 ,,	4 ,,		
,, ditto, 7 ,,	8 ,,		
,, ditto, 5 ,,	1 ,,		
,, Prepared Single, 13 ,,	1 ,,		
,, ditto, 12 ,,	4 ,,		
,, ditto, 11 ,,	2 ,,		
,, ditto, 10 ,,	3 ,,		
,, ditto, 9 ,,	6 ,,		
,, ditto, 8 ,,	14 ,,		
,, ditto, 7 ,,	23 ,,		
,, ditto, 6 ,,	16 ,,		
,, ditto, 5 ,,	8 ,,		
,, Worn out and condemned	22 ,,		
,, to the use of docking vessels	51 ,,		
Blankets, new	30 ,,		
,, unserviceable	1 ,,		
Boards, Paddle, new	22 ,,		
,, Serving	4 ,,		
Boats, Galley, 30 feet	1 ,,		
,, Cutter, 20 ditto (new)	1 ,,		
,, ditto, 21 ditto (in use)	1 ,,		
,, ditto, 18 ditto (ditto)	1 ,,		No returns made of these items in the accounts sent from the Storekeeper's-office.
,, Jolly, 15 ditto (repairable)	1 ,,		
,, ditto, 13 ditto (worn out)	1 ,,		
Bolts, Drift Steel	3 ,,		
,, Ring	27 ,,	0 1 2 14	
,, Wood for Paddles	110 ,,		
Bolster Covers, blue check	15 ,,		
,, with Feathers	12 ,,	0 0 2 27	
Blue Lights, 18 boxes of 12 each	216 ,,		102 blue lights short of office account.
,, 1 ditto of 6 ditto	6 ,,		
,, in office	144 ,,		
Boxes, for public accounts	15 ,,		
,, for soap	1 ,,		
,, Candles, empty	39 ,,		
,, Blue Light, empty	53 ,,		
,, and Stand for screws and hinges in office	1 ,,		
Boom, Main, 50 ft. by 10½ in. ¼ girt	1 ,,		
,, ditto, 47 ,, by 10 ditto	1 ,,		
Brass, Brackets for skylight	37 ,,	0 0 1 9	
,, Slides for ditto	22 ,,	0 0 2 7	
,, Nutts for ditto	22 ,,		
,, Hand-rails	17 ,,	0 0 1 14	Not noticed in the usual returns of the Post-office, and consequently any loss or deficiency cannot be ascertained by comparisons.
,, Sheets	6 bundles	0 0 3 8	
,, Bars	17 in No.	0 2 2 20	
,, Bushes for blocks	151 ,,	0 1 0 14	
,, Old, in brass room		1 10 3 9	
,, Borings		0 3 3 0	
,, Hand-rail brackets for cabins		0 0 0 12	
,, Bushes, condemned	8 in No.	0 0 0 4	
Bricks, Bath	12 ,,		
,, Fire	183 ,,		
Brushes, Tar	12 ,,		
,, Scrubbing	6 ,,		

In Block-maker's shop.

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Brushes, Hand	4 in No.					
,, White-wash, large	3 ,,					
,, Ditto, small	1 ,,					
,, Paint, small	3 ,,					
,, Handles for scrubbing	12 ,,					
Buckets, Tar	6 ,,					
,, Iron-bound	29 ,,					
,, New	21 ,,					
Bull's Eyes, Glass	30 ,,					
Buntin, White	4½ yards					
,, Blue	10 ,,					
,, Red	12 ,,					
,, Tape	23 ,,					
Bushes, Iron	95 in No.	0	0	1	9	
Buttons, Brass	4 dozen					Not reported in the usual returns; and as no charge appears, no check of the accuracy can be made.
Cables, Chain, new, 1-inch	75 fathoms	1	18	2	21	
,, Ditto, ditto, ⅞ ,,	101½ ,,	1	17	3	7	
,, Ditto, ditto, ¾ ,,	82 ,,	0	15	1	26	
,, Ditto, ditto, ⅝ ,,	155½ ,,	0	8	2	14	
,, Ditto, old, 1 ,,	50 ,,	1	2	2	7	
,, Ditto, ditto, 1½ ,,	23 ,,	1	5	0	14	
,, Ditto, ditto, ¾ ,,	5 ,,	0	1	2	0	
,, Ditto, ditto, ⅝ ,,	38 ,,	0	9	0	14	
,, Ditto, old funnel	14 ,,	0	1	1	0	
Cabouse, Old	1 in No.					
Can, Oil, tin, (½ gallon)	1 ,,					
,, Filling lamp, tin	1 ,,					
Candles, Moulds (6s.)	21 boxes	0	8	1	14	
,, Dips (8s.)	6 ,,	0	1	2	13½	
,, Stick, brass	5 in No.					
,, ditto, ditto, flat	2 ,,					
Cannon, Brass, field-piece, 2-lb. bore	1 ,,					
Canvas, No. 2, worn	38 yards					
,, Sacking	125¾ ,,					
,, for tarpaulin	28 ,,					
,, new, No. 2	2¼ ,,					
Caps, Cast-iron, for sheers	3 in No.					No returns made upon these items, as noticed above.
,, Brass, for water-closets	5 ,,	0	0	0	16	
,, Knee, for wheels	6 ,,	0	0	2	27	
Carriage for field-piece	1 ,,					
,, Guns, old	2 ,,					
Cart, hand	3 ,,					
Cartouch boxes	59 ,,					
Carpet, old (11 ft. by 10½ ft.)	1 ,,					
,, stair	12 yards					
Cartridges, flannel, empty	72 in No.					
Casks, old tallow, pitch, &c.	45 ,,					
Cement, for boilers		0	9	1	0	
Chain, slings for boilers	109½ faths.	0	12	1	24	
,, shackles, spare	20 in No.	0	3	1	0	
,, for mooring packets, 1½ inch, 31 ft. long	7 ,,	.		.		In use by the packets.
,, ditto, ditto, ⅞ ,, 25½ ,,	4 ,,	.		.		
,, brass lamp	7 ,,	0	0	1	0	
Chairs	10 ,,	.		.		In engineer's and storekeeper's offices.
Chalk	. .	5	7	2	0	
Charts, St. George's Channel	3 parts					
,, English Channel, with directions	1 in No.					
Chest, small arms	6 ,,					
,, ammunition	1 ,,					
,, medicine, old and imperfect	1 ,,					
,, ditto, weights and scales for	1 set					
		Length. ft.	in.	Circumf. ft.	in.	
Chimney, funnel, 150-horse power	1 in No.	38	0	12	4	These articles not having been reported upon, leave the same in doubt and obscurity as to correctness.
,, ditto, repaired, 100-ditto ditto	1 ,,	32	2	9	6	
,, ditto, new, 80-ditto ditto	1 ,,	36	0	9	1	
,, ditto, old, 100-ditto ditto	1 ,,	33	7	9	6	
,, ditto, cases	2 ,,	5	0	8	7	
Chisels, cold	4 ,,					
Clamps, with handles for scrubbing brushes	5 ,,					
Clay, fire		0	11	3	21	
Cloth, floor, new	39 yards					
,, table	5 in No.					
,, ditto cover, blue and green	2 ,,					
Coal, common		778	0	0	0	The coals having been measured by cubic measure, under the orders of Captain Hevis, the agent, show a deficiency of 200 tons, upon which Report the Agent has thought it necessary the whole remains to be *accurately* ascertained by bushel measure, upon which a further Report will be made.
,, smith's		28	15	0	0	

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Coal scuttle, copper	1 in No.					
,, ditto, wood	1 ,,					
Colours, red ensigns of 5 yards each	5 ,,					
,, blue do. 5 do.	3 ,,					
,, old ensigns, of sorts	9 ,,					Not noticed in the accounts.
Commanders, small	2 ,,					
Compass, box, old	5 ,,					
,, do. brass, new	1 ,,					
,, cards, new in boxes	8 ,,					
,, do. old	6 ,,					
Copper, old		1	18	3	28	Not noticed as on charge, or remaining in the return made to Post-office.
,, blowpipes of 5 feet each	7 ,,					
,, bolts	144 ,,	0	1	0	12	
,, new		0	1	3	11	
,, ditto in smithery		0	0	1	10	
,, rod $\frac{1}{8}$ inch	3 ,,	0	1	1	2	
,, ,, $\frac{7}{8}$,,	12 ,,	0	0	1	7	
,, ,, $\frac{3}{4}$,,	12 ,,	0	2	0	16	
,, ,, $\frac{1}{2}$,,	46 ,,	0	2	3	22	
,, ,, $\frac{5}{8}$,,	22 ,,	0	2	2	7	
,, ,, $1\frac{3}{4}$,,	2 ,,	0	1	2	19	Copper bolt, rod, sheet, and plate, added together, leaves a deficiency upon the return to the Post-office of 2cwt. 3qrs. 3lbs.
,, ,, $2\frac{3}{8}$,,	1 ,,	0	0	3	9	
,, ,, 2 ,,	2 ,,	0	1	3	26	
,, ,, $1\frac{1}{2}$,,	7 ,,	0	5	0	5	
,, pigs, 3 ft. long, 4 in. broad, 2 in. thick	5 ,,	0	4	1	22	
,, do. small	4 ,,	0	0	1	13	
,, pipe, new		0	1	3	1	
,, chimney funnel, 2 feet long	1 ,,	0	0	0	7	
,, plates, 4 feet by $2\frac{1}{2}$ broad	3 ,,	0	5	0	18	
,, sheet, 4 feet by 14 inches	56 ,,	0	4	1	8	
,, ditto, 6 feet by 2 feet $6\frac{1}{2}$ inches	12 ,,	0	9	1	24	
,, ditto, 4 feet by 2 feet	5 ,,	0	2	0	13	
,, ditto, 6 feet by 14 inches	2 pieces	0	0	0	15	
,, steam pipe, new	2 in No.	0	2	2	8	
Cordage, $4\frac{1}{2}$ inch	2 coils	0	8	0	7	
,, 4 ,,	5 ,,	0	13	1	15	
,, $3\frac{1}{2}$,,	3 ,,	0	7	0	12	
,, 3 ,,	13 ,,	1	5	3	14	A great portion of this cordage does not bear the mark of the "royal yarn," and consequently affords a facility for plunder without detection.
,, $2\frac{3}{4}$,,	10 ,,	0	13	1	24	
,, $2\frac{1}{2}$,,	17 ,,	1	2	2	25	
,, $2\frac{1}{4}$,,	2 ,,	0	2	2	24	
,, 2 ,,	19 ,,	0	19	0	8	
,, $1\frac{3}{4}$,,	14 ,,	0	11	1	3	
,, $1\frac{1}{2}$,,	17 ,,	0	12	0	6	
,, $1\frac{1}{4}$,,	15 ,,	0	8	2	17	Cordage short, compared with office account, 2t. 3cwt. 0qr. 4lbs.
,, 12-thread ratline	7 ,,	0	3	0	9	
,, 9 ditto ditto	5 ,,	0	1	3	21	
,, 6 ditto ditto	10 ,,	0	2	2	19	
,, spunyarn		0	5	0	4	
,, marline		0	1	2	3	
,, housline		0	0	3	2	
,, white yarn		0	1	0	0	
,, hawserlaid, $6\frac{1}{2}$ inch	770 fathoms	3	8	3	9	This rope is properly marked as King's rope.
,, ditto, $5\frac{1}{2}$ ditto	223 ,,	0	13	3	26	
,, ditto, $3\frac{1}{2}$ ditto	525 ,,	0	14	0	18	
Cork,		0	1	2	10	
,, shavings		0	1	3	14	
Counterpanes, white	45 in No.					
Covers, bed	5 ,,					
Crane, iron	1 ,,					
Crockery, &c., for use of packets,						
,, brown-edged chambers	30 ,,					
,, white ditto	7 ,,					
,, blue ditto	1 ,,					
,, dinner plates	40 ,,					
,, small ditto	11 ,,					
,, vegetable dishes with covers	2 ,,					
,, meat dishes	4 ,,					
,, fish strainers	1 ,,					
,, white hand-washing basins	6 ,,					
,, ditto nightpan	1 ,,					No returns made of these articles in the storekeeper's account.
,, blue soup plate	1 ,,					
,, cheese ditto	2 ,,					
,, baking dishes	2 ,,					
,, small dish	1 ,,					
,, teacups	49 ,,					
,, saucers	45 ,,					

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Crockery, coffee cups	26 in No.		
,, ditto saucers	18 ,,		
,, teapots	4 ,,		
,, sugar basins with covers	4 ,,		
,, slop basins	8 ,,		
,, milk jugs	7 ,,		
,, wine glasses	7 ,,		
,, tumblers	4 ,,		
,, salts	1 ,,		
Crows, bar, iron	2 ,,		
Cutlass	91 ,,		
Davits, for boats, iron	2 ,,		
Deadeyes	8 ,,		
Desks, writing, office	5 ,,		
Dog-houses	3 ,,		
Drum	1 ,,		
Emery, fine	. .	0 1 0 12	
Engine, fire, with hose, (old)	1 ,,		
,, and gear belonging to			
,, boiler, No. 22 100-horse power	1 ,,	17 ft. by 13½ ft.	
,, do. 23 80 ,,	1 ,,	16 ft. 7 in. by 13 ft.	
,, do. 24 150 ,,	1 ,,	23 ft. 2 in. by 16 ft.	
,, do. 25 60 ,,	1 (building)	14 ft. 7 in. by 13 ft. 8 in.	
,, do. old, repaired 100 ,,	1 ,,	17 ft. 7 in. by 13 ft. 8 in.	
,, do. flues for repair 80 ,,	1 set		
,, do. bottoms, No. 26 50 ,,	1 set	. .	Not noticed in the accounts.
,, gauges for 150 horse	100 in No.	. .	
,, do. do. 100 ,,	35 ,,		
,, do. do. 80 ,,	35 ,,		
,, do. do. 60 ,,	35 ,,		
,, do. do. repairing old boilers	23 ,,		
,, cylinders with covers, 40-horse power	10 ,,		
,, ditto ditto 20 ,,	4 ,,		
,, safety-valve boxes for 50 ,,	6 ,,	0 11 1 5	
,, ditto ditto 150 ,,	1 ,,	0 9 2 4	
,, ditto ditto 100 ,,	3 ,,	0 7 0 25	
,, air-vessels for pumps	8 ,,	0 3 2 14	
,, conical pulley	2 ,,	0 1 1 7	
,, pulleys for conical drums	10 ,,	0 2 0 6	
,, bevel wheels	4 ,,	0 2 1 21	
,, clutch boxes	2 ,,		
,, wheels and pinions for gearing	3 ,,	0 1 0 11	
,, casings for injection cocks	6 ,,	0 2 0 9	
,, mudhole doors	18 ,,	0 3 3 4	
,, cross bars for ditto	19 ,,	0 3 0 0	
,, stuffing boxes for feeding pump	13 ,,	0 0 3 22	
,, covers for slide injection valves	6 ,,	0 0 1 12	
,, tops for boiler pumps	4 ,,	0 2 1 2	
,, covers for ditto	3 ,,		
,, bottoms for hot water pumps	9 ,,	0 0 1 18	
,, wedges for foot valves	20 ,,	0 1 3 3	
,, framing for fore part of 50-horse power	4 pieces.	0 3 0 10	
,, tumblers for punching	2 in No.	0 0 3 21	
,, cylinder covers and glands	6 of each	2 14 1 14	
,, carriages for paddle shafts	2 in No.	0 6 3 8	
,, moulds for cross heads	2 ,,	0 11 2 7	
,, horse locks (cast iron)	10 ,,	0 9 2 21	
,, pedestals for gearing	4 ,,	0 0 2 4	
,, plumber block for gear shaft	1 ,,	0 0 0 26	The same remarks apply to these stores.
,, centre for beams	2 ,,	0 0 1 23	
,, valve box for feeding boilers	1 ,,	0 1 1 18	
,, cog wheels for slide valves	2 ,,	0 1 0 25	
,, spare cover for safety-valve box	1 ,,	0 0 1 9	
,, bilge pumps for plungers	2 ,,		
,, 40-horse pistons without junk rings	2 ,,		
,, 40-ditto air pumps	2 ,,	Not complete.	
,, 20-ditto ditto	2 ,,		
,, 20-ditto air buckets	2 ,,		
,, 20-ditto condensers and hot wells	2 ,,		
,, side valves and cases	2 ,,	Not complete.	
,, 20-horse working gear shafts	2 ,,		
,, weight shaft plumber blocks	2 ,,		
,, pistons and rods	2 of each		
,, slide valves and casings	2 ,,		
,, condensers and hot wells	2 ,,		
,, foot valves and head valves	2 ,,		
,, air-pump buckets	2 in No.		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Engine air pumps, covers, and glands	2 of each					These articles are stated to belong to the "Harlequin."
,, feeding pumps	2 in No.					
,, air-vessels for hot wells	2 ,,					
,, cross bars for piston	2 ,,					
,, beams	4 ,,					
,, framing	8 pieces.					
,, eccentric rods	2 in No.					
,, hanger for paddle-wheel shafts	1 ,,					
,, cap for intermediate shaft	1 ,,					
,, cross beams for connecting rod ends	2 ,,					
,, connecting rod	1 ,,					
,, starting handle	1 ,,					
,, parallel bars	4 ,,					
,, side rods	2 ,,					
,, cranks for parallel motion	4 ,,					
,, shafts for ditto	2 ,,					
,, cross bars for air-pump	2 ,,					Stated to belong to the "Harlequin."
,, side rods for ditto	3 ,,					
,, ditto for feeding pumps	4 ,,					
,, cross bars for working slide valves	2 ,,					
,, connecting links	2 ,,					
,, side rods for parallel motion	2 ,,					
,, intermedium shafts	2 ,,					Stated to belong to the "Harlequin."
,, paddle shafts	1 ,,					
,, side valves and casings complete	4 ,,					
,, ditto ditto	2 ,,					
,, blowpipes	10 ,,					
,, balance weights	3 ,,					
,, working gear shafts, large size	4 ,,					
,, ditto ditto small size	4 ,,					
,, cross bars for slide valves	2 ,,					
,, slide for ditto	2 ,,					
,, cylinder ring	1 ,,					No account showing these articles on charge.
,, pistons	2 ,,					
,, air-pump, buckets, old	2 ,,					
,, air-pump, new brass work in valves	2 ,,					
,, eccentric	1 ,,					
,, bracket for parallel motion shaft	1 ,,					
,, cross bars for working slide valves	5 ,,					
,, slide valves	6 ,,					
,, casings	4 ,,					
,, pistons and rods	3 of each					
,, hinges for furnace doors	20 in No.					
,, back plates for injection slide valves	11 ,,	0	3	0	0	
,, glands with cylinder covers, bushed with brass	7 ,,	0	1	1	14	
,, pedestals	5 ,,	0	0	2	14	
,, foot valves with brass lids	2 ,,	0	1	0	14	
,, glands without brass	5 ,,	0	0	1	26	
,, centres for slide levers	10 ,,	0	2	0	0	Spare, intended for general use, but no account showing them on charge.
,, moulds for connecting rod cross heads	4 ,,	0	3	3	24	
,, connecting rods	3 ,,	0	11	0	24	
,, centres for beams	9 ,,	0	1	1	13	
,, bonnets for feeding pumps	3 ,,	0	0	0	18	
,, bushes	364 ,,	0	1	1	15	
,, piston rods in blocks	19 ,,	2	15	2	18	
,, ends of side rods in blocks	27 ,,	1	16	0	25	
,, side rod (old and condemned)	1 ,,					Said to belong to "Escape."
,, cross bar ditto ditto	1 ,,					
,, washers, sundry sizes		0	4	3	0	
,, cross bars	10 ,,					
,, connecting rod	1 ,,					
,, starting handles	3 ,,					
,, side rods	11 ,,					
,, piston rod	1 ,,					Represented as old.
,, eccentric rods	2 ,,					
,, cross bar for parallel motion	4 ,,					
,, parallel motion bar	6 ,,					
,, handles for blow pipes	2 ,,					
,, shafts for parallel motion	3 ,,					
,, beams, new	6 ,,					
,, pipes, 5-inch bore	5 ,,					
,, caps for head stocks	2 ,,					
,, new paddle wheel shaft (14 ft. long each)	2 ,,					These stores do not appear on charge by any book kept in office.
,, cylinder cover	1 ,,					
,, centres for paddle-wheel shafts	6 ,,					
,, safety-valve boxes	6 ,,	0	18	1	11	
,, delivering valve	1 ,,	0	1	0	18	

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Engine, delivering valve, small	1 in No.	0	0	3	7	
,, face plate	1 ,,	0	0	3	7	
,, back plate for slide valve	1 ,,	0	1	1	27	
,, eccentrics	4 ,,	0	4	1	11	
,, foot and discharging valves	10 ,,	0	6	0	0	
,, castings for hot water pump	16 ,,	0	1	3	1	
,, plumber blocks for paddle shafts	2 ,,	0	3	2	24	
,, lead laps	8 ,,	0	4	2	24	These stores do not appear on charge by any book kept in office.
,, steel piston rods	2 ,,	0	7	3	21	
,, pieces of eccentric rods	12 ,,	0	4	1	0	
,, steel keys for paddle shafts	24 ,,	0	0	3	0	
,, new side rod ends	10 ,,	0	7	1	18	
,, shifting spanners	2 ,,					
,, drag link	1 ,,	0	0	3	24	
,, connecting rod ends	2 ,,	0	4	3	4	
,, stuffing boxes for front of boilers	2 ,,	0	0	0	9	
,, centres for beams	5 ,,	0	0	3	11	
,, rods for bilge pumps	6 ,,	0	0	1	7	
,, shifting spanners (old)	3 ,,					
,, grease cup	1 ,,					
,, weigh shaft, working gear complete, cross bar link	1 ,,	0	3	1	12	Unfinished—Taken from amongst a heap of old iron.
,, cross bar, unfinished	1 ,,	0	4	2	0	
,, straps, serviceable	. .	1	0	0	0	
Engine, Brass Crank pins	23 ,,	0	4	0	1	
,, ,, Cylinder side rods	81 ,,	0	4	3	18	
,, ,, Engine paddle shaft	15 ,,	0	3	3	21	
,, ,, Air-pump side rod	108 ,,	0	2	0	0	
,, ,, Parallel motion	121 ,,	0	0	1	21	
,, ,, Lengths for slide valves	40 ,,	0	2	0	0	
,, ,, Main centres	5 ,,	0	0	2	18	
,, ,, Drag line	47 ,,	0	2	3	24	
,, ,, Intermediate shaft	6 ,,	0	1	2	18	
,, ,, Working gear shafts	11 ,,	0	0	1	14	
,, ,, Liners	41 ,,	0	0	1	18	
,, ,, Gauge glasses	19 ,,	0	0	2	10	
,, ,, Washers	42 ,,	0	0	1	14	
,, ,, Feeding and bilge pump brackets	15 ,,	0	1	1	16	
,, ,, Valves for bilge pumps	4 ,,	0	0	0	13	
,, ,, Nuts	30 ,,	0	0	1	15	
,, ,, Atmospheric valves	8 ,,	0	1	0	5	
,, ,, Grease cups	2 ,,	0	0	1	3	
,, ,, Pins for ditto	8 ,,					
,, ,, Feeding cocks for boilers	12 ,,	0	2	1	26	
,, ,, Drag line	12 ,,	0	1	1	14	
,, ,, Safety valve seats	2, ,,	0	1	3	15	
,, ,, Safety valves	14 ,,	0	1	1	22	
,, ,, Clacks	5 ,,	0	0	0	17	
,, ,, Valves for pumps	8 ,,	0	0	0	23	No account in office showing what is absolutely on charge, and therefore no comparison can be made with this Report of Survey.
,, ,, Packing rings for slide valves and air pumps	18 ,,	0	2	1	24	
,, ,, Eccentric straps	4½ pair	0	2	2	24	
,, ,, Washers for main centres	10 in No.	0	2	1	18	
,, ,, Blow-off cocks	13 ,,	0	9	2	0	
,, ,, Plugs for ditto	2 ,,	0	0	2	22	
,, ,, Double cocks for feeding boilers, with 8 nuts and 8 plugs	4 ,,	0	2	2	17	
,, ,, Atmospheric valve seats	8 ,,	0	1	0	0	
,, ,, Glands for stuffing boxes	43 ,,	0	1	1	19	
,, ,, Bushes for cylinder and air-pump covers	41 ,,	0	1	3	25	
,, ,, Delivering and foot valves	12 ,,	0	2	1	13	
,, ,, Ears for ditto	18 ,,	0	1	1	14	
,, ,, Pins for ditto	87 ,,	0	1	2	10	
,, ,, Cross bars for safety valve box	14 ,,	0	0	0	24	
,, ,, Jacket cocks	2 ,,	0	0	0	10	
,, ,, Feeding valve, loaded	1 ,,	0	0	1	11	
,, ,, Throttle valves	7 ,,	0	0	1	21	
,, ,, Brasses for lengthening slide valves	12 ,,	0	0	1	21	
,, ,, Ditto for end of cross bar and slide valve	9 ,,	0	0	0	6	
,, ,, Small pins for air-pump buckets	13 ,,	0	0	0	10	
,, ,, Guide cock for boilers	2 ,,	0	0	0	8	
,, ,, Pieces for back plate of slide valves	7 ,,	0	1	0	25	
,, ,, Barrels for feeding pumps	2 ,,	0	0	3	19	
,, ,, Injection faces	7 ,,	0	0	1	7	
,, ,, Brackets for safety valves	6 ,,	0	0	0	23	
,, ,, Ring for air-pump buckets	2 ,,	0	0	0	25	

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons. Cwt. Qrs. lbs.	Remarks.
Engine, Brass Pins for screwing back plates of slide valves	143 in No.	0 0 1 13	
,, ,, Eccentric ring	1 ,,	0 0 1 0	
,, ,, Pieces of new brass for use of engines	36 ,,	0 0 3 14	
,, ,, New bilge pumps and brass barrels	3 ,,	0 3 1 7	
,, ,, Eccentric ring, old	1 ,,	0 0 1 25	
,, ,, Ditto ditto, new	1 ,,	0 0 2 17	
,, ,, Seats for safety valve boxes	2 ,,	0 0 0 11	
,, ,, Nuts for slide valves	6 ,,	0 0 0 4	
,, ,, Reverse valve	1 ,,	0 0 0 14	
,, ,, Brushes for cylinder covers	2 ,,	0 0 0 15	
,, ,, Cylinder covers (thin sheet copper, old)	14 ,,	0 3 2 0	
,, ,, Spare pump rod	1 ,,	New	For "Gulnare," in a box in sail-room.
,, ,, Ditto piston rod (iron)	1 ,,	New	For "Gulnare," in a box in sail-room.
,, Boring and Gear for ditto			
,, ,, Ten-horse power	1 ,,	Complete.	
,, ,, Boring bar	1 ,,		
,, ,, Collar for ditto	1 ,,		
,, ,, Bed plates	2 ,,		No account in office showing what is absolutely on charge, and therefore no comparison can be made with this Report of Survey.
,, ,, Stools with brass	3 ,,		
,, ,, Castings for rails	8 ,,		
,, ,, Pinions for shafts	3 ,,		
,, ,, Pieces of racks	8 ,,		
,, ,, Cross bars	5 ,,		
,, ,, Stools for small mill	2 ,,		
,, ,, Large lathe head	1 ,,		
,, ,, Rails for small mill	2 ,,		
,, ,, Plate for carriage	1 ,,		
,, ,, Slide rest	1 ,,		
,, ,, Mawl iron severs	3 ,,		
,, ,, Pieces nail iron bolts	14 ,,		
,, ,, Cast iron washers	18 ,,		
,, ,, Pulley	1 ,,		
,, ,, Shafts with 3 wheels	5 ,,		
,, ,, Ditto with 2 ditto	4 ,,		
,, ,, Pinion wheel	1 ,,		
,, ,, Face plate	1 ,,		
,, ,, Pieces end bolts	8 ,,		
,, ,, Cast iron washers	10 ,,		
,, ,, Levers	5 ,,		
,, ,, Cast iron brackets	4 ,,		
,, ,, Pieces of cast iron framing	7 ,,		
,, ,, Plumber blocks, with brasses	18 ,,		
,, ,, Large wrought-iron cistern	1 ,,		
,, ,, Stones for mill	151 ,,		
False fires	282 ,,		155 surplus on the office account.
Felt		0 1 0 0	
Fids, wood	3 ,,		
Figure head	1 ,,		
Files, hand, 2nd cut, 18 inches	42 ,,		
,, ditto, ditto, 16 ,,	36 ,,		
,, ditto, bastard, 18 ,,	48 ,,		
,, ditto, ditto, 16 ,,	45 ,,		
,, ditto, flat 2nd cut, 12 inches	24 ,,		
,, ditto, ditto, 10 ,,	36 ,,		
,, ditto, rough, 18 ,,	37 ,,		
,, ditto, ditto, 16 ,,	23 ,,		
,, half-round, smooth, 18 ,,	47 ,,		
,, ditto, ditto, 16 ,,	98 ,,		
,, ditto, ditto, 14 ,,	44 ,,		
,, ditto, ditto, 12 ,,	31 ,,		Sixty-five files short of the quantity reported upon charge.
,, ditto, ditto, 10 ,,	36 ,,		
,, ditto, ditto, 8 ,,	18 ,,		
,, ditto, ditto, 7 ,,	5 ,,		
,, ditto, bastard, 18 ,,	27 ,,		
,, ditto, ditto, 16 ,,	27 ,,		
,, ditto, ditto, 14 ,,	24 ,,		
,, ditto, ditto, 12 ,,	36 ,,		
,, ditto, ditto, 10 ,,	36 ,,		
,, ditto, ditto, ,,	6 ,,		
,, ditto, ditto, 6 ,,	11 ,,		
,, ditto, ditto, 5 ,,	16 ,,		
,, ditto, 2nd cut, 18 ,,	53 ,,		
,, ditto, ditto, 16 ,,	48 ,,		
,, ditto, ditto, 14 ,,	24 ,,		
,, ditto, ditto, 10 ,,	36 ,,		
,, hand, 2nd cut, 12 ,,	36 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Files, half-round, rough, 14 ,,	11 ,,		
,, ditto, ditto, 13 ,,	11 ,,		
,, ditto, ditto, 12 ,,	27 ,,		
,, ditto, ditto, 7 ,,	9 ,,		
,, flat bastard, 18 ,,	25 ,,		
,, ditto ditto, 17 ,,	12 ,,		
,, ditto ditto, 16 ,,	37 ,,		
,, ditto ditto, 14 ,,	71 ,,		
,, ditto ditto, 13 ,,	22 ,,		
,, ditto ditto, 12 ,,	29 ,,		
,, ditto ditto, 10 ,,	45 ,,		
,, ditto ditto, 8 ,,	19 ,,		
,, ditto ditto, 7 ,,	6 ,,		
,, ditto ditto, 3½ ,,	7 ,,		
,, ditto, 2nd hand cut, 14 ,,	36 ,,		
,, ditto, smooth, 16 ,,	48 ,,		
,, ditto, ditto, 14 ,,	12 ,,		Sixty-five files short of the quantity reported upon charge.
,, ditto, ditto, 12 ,,	24 ,,		
,, ditto, ditto, 10 ,,	36 ,,		
,, ditto, ditto, 6 ,,	14 ,,		
,, ditto, rough, 10 ,,	13 ,,		
,, round ditto, 14 ,,	22 ,,		
,, ditto ditto, 12 ,,	38 ,,		
,, rough rubber, 17 ,,	3 ,,		
,, ditto ditto, 15 ,,	4 ,,		
,, smooth ditto, 17 ,,	8 ,,		
,, ditto square ditto, 17 ,,	1 ,,		
,, ditto ditto, 14 ,,	5 ,,		
,, ditto ditto, 12 ,,	17 ,,		
,, three-sqr. bastard, 16 ,,	48 ,,		
,, ditto ditto, 14 ,,	12 ,,		
,, ditto ditto, 12 ,,	35 ,,		
,, ditto ditto, 10 ,,	26 ,,		
,, ditto ditto, 8 ,,	32 ,,		
,, ditto ditto, 7 ,,	11 ,,		
,, four-sqr. bastard, 16 ,,	48 ,,		
,, round ditto, 16 ,,	48 ,,		
,, ditto ditto, 6 ,,	4 ,,		
Flock for beds,	. .	0 1 1 0	
Forks, ivory-handle, large	48 ,,		
,, ditto, small	48 ,,		
Frames, coal bunker	2 ,,		
Furniture, chairs, hair, sling	1 ,,		
,, ditto, cabin, hair	5 ,,		
,, ditto, wood bottom	8 ,,		
,, ditto, cane bottom, old	1 ,,		
,, tables, mahogany, good	2 ,,		
,, ditto, level for, ditto	5 ,,		
,, sofa for cabin	1 ,,		
,, chairs, old, for repair	5 ,,		
Gaffs, boom, old, 24 feet long by 5⅜ inches	1 ,,		
,, ditto, ditto, 16 ditto 5¾ ditto	1 ,,		
,, ditto, ditto, 20 ditto 6¼ ditto	1 ,,		
,, ditto, new, 17 ditto 6 ditto	1 ,,		
Gins, cast iron	3 ,,	0 0 2 7	
Glass, looking, in a box, 22½ inches by 6½ inches	1 ,,		
,, ditto, chimney, old	1 ,,		No account showing the charge.
,, plate, 8 inches by 6 inches	32 ,,		
,, window, 12 ditto 9½ ditto	12 ,,		
,, spying	3 ,,		
,, looking, for panels	6 ,,		
,, hour	2 ,,		
,, 28 seconds	2 ,,		
Grapnels, boat	2 ,,	0 1 0 0	
Grindstone and frame	1 ,,		
,, frame	1 ,,		
Guns, old, for ballast	5 ,,		
Hair, curled		0 1 1 21	
Hammocks, new	1 ,,		
Hammers, blasting	2 ,,		
,, coppering	6 ,,		
Handles, boat-hook	6 ,,		
,, mop	13 ,,		
,, mallet	8 ,,		
,, axes	2 ,,		
,, pick	1 ,,		
,, sledge hammer	132 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Handles, one-handed	306 in No.					No account showing the charge.
,, tub iron	2 ,,					
,, pump	1 ,,					
,, drill bar	2 ,,					
,, winch, old	5 ,,					
Handspikes, wood, new	353 ,,					39 surplus on the store account.
,, ditto, iron bound	4 ,,					
Hanks, wood, for stays, &c., 6 inch	100 ,,					Do not appear on charge.
,, ditto, ditto, 5½ ditto	60 ,,					
,, ditto, ditto, 5 ditto	4 ,,					
,, ditto, ditto, 4½ ditto	43 ,,					
,, ditto, ditto, 3½ ditto	47 ,,					
,, ditto, ditto, 3 ditto	243 ,,					
Hemp		0	9	1	0	8lbs. short.
Hinges, brass, (36½ doz.)	438 ,,					
Hooks, warp	3 ,,	0	0	3	12	
Hoops, mast, 17 inch	19 ,,					
,, ditto, 16 ditto	40 ,,					
,, ditto, 15½ ditto	40 ,,					
,, ditto, 15 ditto	70 ,,					The accounts do not show any statement of remains.
,, ditto, 14½ ditto	20 ,,					
,, ditto, 14 ditto	20 ,,					
,, ditto, 12 ditto	6 ,,					
,, ditto, 10 ditto	55 ,,					Recommended to be most carefully looked over before sold, to prevent loss to the crown.
,, ditto, 9 ditto	50 ,,					
,, ditto, 7 ditto	7 ,,					
Horse, box and matting	1 ,,					The weight of the broken boilers averaged, not having means to weigh them or leisure to break them up.
Iron, pieces of old, and for sale		76	11	3	25	
broken and worn boilers		16	2	0	0	
old scraps		0	13	0	0	Taken from the heap of old iron, which induces the above recommendation.
paddle wheels, convertible	11 ,,	5	7	0	6	
paddle arms, convertible		8	16	2	0	Stated to be of no use, and recommended to be sold.
scrap, serviceable		3	10	0	0	
cast		5	8	3	12	No part of the above considerable quantity of iron appears from any document to be on charge.
cast wheels for trucks	13 ,,					
ditto ditto ditto boilers	4 ,,					
boiler plate, pieces	300 ,,	16	7	3	8	No accounts in office to show the quantity of these stores on charge, or what ought to be remaining, and therefore deficiencies cannot readily be discovered.
ditto ditto, from last supply, damaged	17 ,,	0	18	1	7	
angle, 2½ inches	93 pieces	4	0	1	0	
ditto, 2 ditto	100 ,,	0	0	3	2	
coal-box, 2 ditto	5 ,,	0	1	3	23	
ditto 1½ ditto	85 ,,	1	0	0	0	
chimney plate, pieces	33 in No.	1	12	2	21	
sheet, ditto	185 ,,	5	11	3	21	
strip, ditto	6 ,,	0	5	2	10	
large bar	26 ,,	1	8	3	14	
small ditto	19 ,,	0	10	0	24	
rivet		6	8	2	14	
strip, 8½ inches	25 ,,	1	11	1	14	
ditto, 8 ditto	13 ,,	0	19	1	14	Bar iron shows a deficiency of 6 tons 7 cwt. upon the last account, to the 16th January, 1836.
ditto, 5 ditto	8 ,,	0	7	1	14	
bar, 1¾ inch broad, ⅞ thick	18 ,,	0	12	2	21	
ditto, new	36 ,,	3	18	3	0	
ditto, furnace, 1½ inch	67 ,,	3	3	3	0	
ditto, flat, 2 inches by ½ inch	42 ,,	0	17	0	14	
ditto, square, 1⅜ inches	17 ,,	0	12	2	4	
ditto, flat, 3½ by ½ inches	19 ,,	0	11	1	14	
ditto, ditto, 1½ by ⅝ ditto	61 ,,	0	13	0	13	
ditto, ditto, 1 by ½ ditto	27 ,,	0	5	1	21	
ditto, ditto, 2½ by 1 ditto	54 ,,	2	16	3	0	
ditto, ditto, 2 by ¼ ditto	43 ,,	0	7	3	12	
ditto, ditto, 1¾ by ¾ ditto	6 ,,	0	3	2	12	
ditto, ditto, 3 by 1 ditto	4 ,,	0	2	3	20	
ditto, ditto, 3½ by ½ ditto	7 ,,	0	4	3	11	
square, 2½ inches	2 ,,	0	4	0	10	
rod, ⅝ ditto thick		2	14	3	14	
ditto, 1½ ditto ditto	140 ,,	5	1	0	23	
ditto, 2 ditto ditto	2 ,,	0	2	0	20	Bolt or rod iron shows a surplus of 13 tons 12cwt. 2qrs.
ditto, 2½ ditto ditto	5 ,,	0	7	1	2	
ditto, 1¾ ditto ditto	21 ,,	1	0	0	0	
ditto, 1½ ditto ditto	154 ,,	3	8	2	9	
ditto, 1⅛ ditto ditto	183 ,,	3	16	1	16	
ditto, ⅞ ditto ditto	131 ,,	2	5	0	24	
ditto, 1⅝ ditto ditto	5 ,,	0	3	1	0	
ditto, 3 ditto ditto	3 ,,	0	7	0	9	
ditto, 2⅛ ditto ditto	2 ,,	0	4	3	4	
ditto, ¾ ditto ditto	209 ,,	1	12	1	7	

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.				Remarks.
		Tons.	Cwt.	Qrs.	lbs.	
Iron, rod, 1⅜ inch thick	51 in No.	1	9	0	0	Bolt or rod iron shows a surplus of 13tons 12cwt. 3qrs.
ditto, 1 ditto ditto	148 ,,	2	8	3	20	
ditto, ½ ditto ditto	365 ,,	1	12	0	22	
ditto, ⅜ ditto ditto	184 ,,	0	6	2	19	
flat bar, 3 by 2½ inches	2 ,,	0	0	3	20	
ditto, 2 by 1 ditto	26 ,,	1	2	0	23	
ditto, 2¼ by ⅜ ditto	19 ,,	0	6	1	22	
ditto, 2½ by ⅜ ditto	11 ,,	0	3	3	11	
ditto, 3 by ¾ ditto	32 ,,	1	3	1	0	
ditto, 2⅛ by 1½ ditto	23 ,,	0	10	3	13	
ditto, 2½ by ⅜ ditto	13 ,,	0	4	2	5	
ditto, 3 by ⅜ ditto	36 ,,	0	15	3	12	
ditto, 2 by 1 ditto	5 ,,	0	3	0	7	
ditto, 3 by ¼ ditto	50 ,,	0	15	2	0	
ditto, 2⅛ by ¼ ditto	76 ,,	1	0	0	0	
ditto, 3⅛ by ¼ ditto	34 ,,	0	12	0	11	
ditto, 1¼ by ⅝ ditto	30 ,,	0	9	2	23	
ditto, 2 by ¾ ditto	46 ,,	1	9	0	3	
ditto, 3 by ½ ditto	13 ,,	0	5	3	17	
ditto, 1½ by ½ ditto	21 ,,	0	6	1	12	
ditto, 3 by 1 ditto	2 ,,	0	1	1	24	
ditto, 2⅛ by 2 ditto	7 ,,	0	3	0	18	
ditto, 3⅛ by ⅜ ditto	3 ,,	0	1	1	15	
ditto, 1½ by ½ ditto	3 ,,	0	0	3	23	
ditto, 1½ by 1¼ ditto	3 ,,	0	1	1	24	
ditto, 2¼ by ⅜ ditto	3 ,,	0	0	2	13	
ditto, 2 by ¾ ditto	61 ,,	1	18	2	6	
ditto, 2¾ by ⅜ ditto	1 ,,	0	0	1	14	
ditto, 2 by ⅞ ditto	1 ,,	0	0	2	11	
ditto, 2 by ½ ditto	1 ,,	0	0	1	16	
ditto, 2 by ⅜ ditto	2 ,,	0	0	1	25	
ditto, 3½ by ½ ditto	2 ,,	0	1	1	12	
ditto, 2¾ by ½ ditto	1 ,,	0	0	1	19	
ditto, 1¼ by ½ ditto	1 ,,	0	0	0	19	
ditto, 2 by ¼ ditto	37 ,,	0	7	2	21	Deficiency in bar iron stated on the foregoing page.
ditto, 2 by ⅛ ditto	2 ,,	0	0	2	20	
ditto, 3 by 1½ ditto	10 ,,	0	16	2	21	
ditto, 3 by 1¼ ditto	7 ,,	0	7	2	4	
ditto, 3¾ by 1½ ditto	10 ,,	0	16	3	19	
ditto, 4 by ⅞ ditto	13 ,,	0	18	1	26	
ditto, 3¼ by 2⅛ ditto	1 ,,	0	2	2	7	
square bar, 3 inches	2 ,,	0	3	3	5	
ditto, 2 ditto	18 ,,	1	6	2	25	
ditto, 2⅛ ditto	1 ,,	0	1	3	7	
ditto, 1¾ ditto	7 ,,	0	8	1	4	
ditto, 1½ ditto	13 ,,	0	11	3	7	
ditto, 1⅛ ditto	50 ,,	1	14	1	11	
ditto, 1 ditto	87 ,,	1	19	0	2	
ditto, ¾ ditto	43 ,,	0	9	3	27	
ditto, ⅞ ditto	50 ,,	0	14	1	7	
square nail bar, large	75 ,,	0	7	0	14	
ditto ditto, small	25 ,,	0	1	0	0	
nail, in bundles	175 ,,	4	11	3	10	
furnace bars, 1½ inch square	4 ,,	0	1	0	10	
dogs	90 ,,	0	2	1	14	
hoops for casks, 2 inches broad	1 piece	0	0	2	7	
ditto ditto, 1 ditto	1 ,,	0	0	0	14	
reaming	27 in No.	0	0	3	0	
branding G. P. O.	1 ,,					
Junks, fitted for packets, 4 new	51 fathms					On the pier in use, and in repair.
,, ditto ditto, 3 old	30 ,,					
Kettles, tin for tallow	2 in No.					
Knees, boat, large size wood	70 ,,					
,, ditto, small ditto	271 ,,					
Knives, ivory handle, large	48 ,,					
,, ditto ditto, small	48 ,,					
Ladders, step	3					Not reported upon in storekeeper's accounts.
,, of 30 feet	1 ,,					
,, 21½ do.	1 ,,					
,, 16 do.	1 ,,					
,, 14 do.	1 ,,					
,, 11½ do.	1 ,,					
,, 9 do.	1 ,,					
Lamps, copper, old	15 ,,	0	0	0	21	
,, tin, new	5 ,,					
,, binnacle tin	2 ,,					
Lathes, stay for	1 ,,	0	0	1	14	

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Lathes, face plates	2 in No.	0	1	2	7	
Lead, new	. .	0	6	3	0	90lbs. short.
,, old	. .	0	16	0	14	This not noticed in returns made.
,, red	.	0	1	0	16	
,, black	. .	0	0	1	25	
,, in pigs	7 ,,	0	7	3	14	
,, deepsea (Burt's patent)	1 ,,					
Lanthorns, horn, small	1 ,,					
,, horn (in use)	4 ,,					
Leather	. .	0	0	1	11	
,, for shafts	. .	0	0	2	14	
,, for lathes	. .	0	0	1	27	Not noticed in storekeeper's accounts.
Legs, wheelbarrow, new	10 ,,					
Log, patent	1 ,,					
,, lines	11 ,,					
,, ship	16 ,,					
Lumber, old skylights	10 ,,					Belonging to sailing packets.
,, signal lanthorns	1 ,,					
,, ditto ditto old broken	2 ,,					
,, dish covers, tin, old	6 ,,					
,, hose leather, 10 yards long, old	2 ,,					These articles, of very little use, belonged to the old sailing packets, and laid by for a long time.
,, chairs, tables mahogany, bulkheads	Sund. quant.					
,, camp stools, old	23 in No.					
,, dumb waiter	1 ,,					
,, old curtains	1 bundle					
,, old packing boxes	22 in No.					
,, old bed curtains, late belonging to old sailing packets	1 bundle					
Magazine, powder	1 in No.					
Mallets, serving	10 ,,					No account showing these stores on charge.
,, wood, boiler-maker's, new	1 ,,					
Mattress, hair, new	3 ,,					
,, ditto, old	2 ,,					
Measure, tar, of 1 gallon	1 ,,	9 lbs. to the gallon.				This does not hold one gallon imperial.
,, imperial copper, of ½ ditto	1 ,,					Only very recently brought into use.
,, ditto ditto 1 quart	1 ,,					
,, old copper, 1 gallon	1 ,,					Measures used heretofore, being actually one quart short upon the gallon.
,, ditto ½ ditto	1 ,,					
,, ditto 1 quart	1 ,,					
Muskets	62 ,,					No account showing the No. on charge.
Nails, composition	. .	0	3	2	27	Not noticed as being on charge in returns.
,, copper, 2¼ inch bolt	. .	0	0	3	1	
,, ditto 1¼ do. boat	. .	0	1	0	19	11cwt. 2qrs. 8½lbs. short of the storekeeper's account of remains.
,, ditto roves	. .	0	0	2	10	
,, ditto pump tacks	. .	0	0	0	24	
,, ditto sawing	. .	0	0	0	5	
,, iron boat, 3½ inch	. .	0	0	0	27	
,, ditto 3 do.	. .	0	0	2	0	
,, ditto 2½ do.	. .	0	1	2	7	
,, ditto 2 do.	. .	0	0	2	9	The iron nails only show a deficiency of 2qrs.
,, ditto 1½ do.	. .	0	0	1	5	
,, spike 6 do.	. .	0	1	3	4	
,, ditto 5 do.	. .	0	1	0	27	
,, ditto 4½ do.	. .	0	0	0	23	
,, ditto 4 do.	. .	0	2	1	18	
,, iron spike, 1½ inch	. .	0	0	1	16	
,, ditto clout 4 do.	. .	0	1	2	4	
,, ditto 3½ do.	. .	0	0	2	16	
,, ditto 3 do.	. .	0	0	1	11	
,, ditto 2½ do.	. .	0	1	0	11	
,, ditto 2 do.	. .	0	0	0	26	
,, ditto 1½ do.	. .	0	0	1	18	
,, ditto 1¼ do.	. .	0	0	1	6	
,, ditto 1 do.	. .	0	0	0	9	
,, iron bolt, 2½ do.	. .	0	1	3	20	
,, ditto double spike	. .	0	0	1	8	
,, ditto single do.	. .	0	0	1	7	
,, ditto board, 1½ inch	. .	0	0	0	18	
,, ditto batten	. .	0	0	0	26	
,, ditto scupper	. .	0	0	0	20	
,, ditto brass, small	1000 ,,	0	0	0	2½	
,, ditto sprigs, 2 inch	. .	0	0	0	15	
,, ditto 1½ do.	. .	0	0	0	5	
,, ditto 1 do.	. .	0	1	0	20	
,, ditto ½ do.	. .	0	0	0	2	
,, pump tacks	. .	0	0	0	12	
,, brass-headed	600 ,,					

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Oakum	. .	0	2	3	12	
Oars, ash, new	54 in No.		.	.		Eleven short of the remains per account.
,, fir, do.	36 ,,		.	.		Thirty-one surplus upon the remains per ditto.
,, sweep	2 ,,					
Oil, sperm	55 galls.					A surplus of 150 imperial gallons upon the store account; but allowing the quantity issued during the last twelve months to have been received into store at the imperial measure, there should have been a surplus of 280 gallons, in consequence of short measure issued out.
,, seal	131 ,,					
,, sweet	21 ,,					
,, train	326 ,,					
Paddle-wheels, sections of circles for	10 in No.					
Paper, mill-board	14 sheets	0	0	3	21	
,, sheathing, large	374 ,,	0	4	2	0	
,, ditto small	13 quires	0	1	3	23	
,, sand	8 ,,	(5 quires short.)				The whole is reported upon in the storekeeper's account in the aggregate, although the prices differ materially.
Pawls, windlass, new	3 in No.					
Pegs, wooden, for coppering	129,000					
Planks, for landing coals in yard	17 in No.					
Pike, boarding	64 ,,					
Pillows, feather	7 ,,					
cases serviceable	74 ,,					The measures are reported to have been made and brought into use by Mr. Roberts, the late storekeeper, and that they were not used for the receipt, but for the issue of the oil for upwards of six years.
ditto unserviceable	18 ,,					
Pins, belaying	53 ,,					
Pistols	121 ,,					
Pitch	. .	1	2	1	17	4cwt. 2qrs. 7lbs. surplus upon the returns made to the Post-office.
,, pot, iron, in dock	1 ,,					
,, ditto with grates	3 ,,					
Poles, setting	6 ,,					
Portfires	227 ,,					No return made of these stores.
Pump-boxes, spear, condemned	10 ,,					
Punches, cables for, 1 inch	10 ,,					
,, ditto, $\frac{7}{8}$ do.	10 ,,					
Powder, gun, in kegs, for 56 lbs.	15 ,,	0	7	2	0	
,, do. in cartridges	. .	0	0	2	20	
Racks, drilling machine	2 ,,	0	0	1	25	
Rake, wood	1 ,,					
Rammer, for field-piece	1 ,,					
Reels, log	2 ,,					
Resin, amber	. .	1	0	1	20	5cwt. 2qrs. 22lbs. surplus.
Rivets, cooper's	. .	0	0	1	10	
,, sheave	. .	0	0	0	5	
,, mast-hoop	. .	0	0	0	10	
,, copper	496 ,,	0	1	0	21	
Rope, tiller-hide (used)	1 set	0	0	1	7	
Sail-needles (various sizes)	24 doz.		.	.		142 short.
Sails, mainsail (serviceable)	1 in No.					
,, foresail (old, condemned)	1 ,,					
,, awning ditto	1 ,,					
,, ditto, for covering boilers	2 ,,					
Scales, iron, large, for heavy weights	2 ,,					The books in storekeeper's office afford no means of ascertaining the actual remains.
,, ditto, small	1 ,,					
,, copper, small	1 ,,					
Sconces, tin, for candles	16 ,,					
Screws, copper, of sorts	52 gross					
,, iron, of sorts	213 ,,					
Shackles, with rings	2 in No.	0	1	3	7	
Shears and gear, complete, on the pier	1 ,,					
,, small, for shipping engines	2 pair					
Sheaves, cast-iron, $7\frac{1}{2}$ inch	21 in No.	0	1	1	18	
,, ditto, $6\frac{1}{2}$ do.	21 ,,	0	0	3	18	
,, ditto, for blocks	32 ,,	0	1	1	4	
,, brass	33 ,,	0	0	0	27	
,, ditto, for blocks, 12 inch	3 ,,	0	1	0	27	
,, lignum vitæ, prepared	36 ,,	0	0	0	24	
,, ditto, finished	39 ,,	0	0	1	4	
Sheets, linen, new	16½ pair					
Shores, for the use of the dock	20 ,,					
Shot, 12 pounder	36 ,,					
,, 6 ditto	353 ,,					
,, 4 ditto	54 ,,					
,, 68 ditto	1 ,,					
,, double-headed	41 ,,					
Shovels, new	21 ,,					
,, old	17 ,,					
Skyrockets	165 ,,	.	.	.	.	Thirty-nine short of the storekeeper's account, rendered the 16th January, 1836.
Slates, large old, imperfect	144 ,,					
,, small, ditto	180 ,,					
Soap, in bars	. .	0	1	1	21	
Spars, small, for ensign staffs, 20 feet each	7 ,,					

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons.	Cwt.	Qrs.	lbs.	Remarks.
Spelter	. .	0	0	0	20	
Spunge, field-piece	1 in No.					
Staves, oak, 3½ feet long	438 ,,					86 short of office remains.
Steel, cast	151 bars	0	12	0	14	
,, sheer	27 ,,	0	4	1	2	
,, blister	33 ,,	0	8	1	2	
,, German	11 ,,	0	2	2	12	
,, yards, to weigh 500 lbs.	1 pair					
Stools, swinging	2 in No.					
,, office	4 ,,					
Stoppers, rope, for shears	8 pairs					
Stove, old	4 in No.					
,, funnel, old iron, in pieces	6 ,,					
Sulphur	. .	0	4	3	3	
Swabs	29 in No.	0	2	2	20	
Spars, for topmasts	12 ,,					Five of which old and condemned.
Tables, office	3 ,,					
Tackles, luff	4 ,,					
Tallow, in 4 casks, and ullage in bin	. .	1	6	3	18	6cwt. 1qr. 5lbs. short of the quantity reported.
Tape, binding	148 yards					
,, white	85 ,,					
Tar, in 5 casks	103 galls.	0	8	1	3	3qrs. 18lbs. short upon the office account.
,, coal	85 ,,	0	0	2	26	
Tarpaulins, old	2 in No.					The gallon weighs 9lbs. net, although issued out at 8lbs.; but the measure is not a current imperial gallon.
Thimbles, iron, old	21 ,,	0	0	1	0	
,, and rings for junks	3 ,,	0	1	2	13	
Thowls, boats	48 ,,					
Thrums, mop	. .	0	0	2	0	52lbs. short of remains per acct.
Tiles, flat, 2 feet square	45 ,,					
,, ridge	26 ,,					
Timber, plank, yellow pine	1446 solid ft.					The entire of the round and square timber, and nearly the whole of the plank, has been brought into the yard from outside the premises, where it was without protection.
,, ditto, red pine	285 ,,					Oak plank, short, 591 solid feet.
,, ditto, beech	51 ,,					Deal ditto, surplus, 530 ditto.
,, ditto, ash	87 ,,					Ash and birch timber, surplus, 390 solid feet.
,, ditto, American oak	101 ,,					Ash plank, 87 solid feet, not shewn in storekeeper's account.
,, ditto, ditto elm	85 ,,					Birch ditto, 87 solid feet, ditto.
,, ditto, ditto birch	87 ,,					Beech ditto, 51 solid feet, ditto,
,, ditto, British oak	49 ,,					Bird eye maple, ditto.
,, ditto, ditto elm	69 ,,					Elm, 1075 solid feet, ditto.
,, ditto, African oak	74 ,,					The surplus may have arisen from a quantity of timber and plank being taken on charge in this survey, that had previously been worked off charge for various temporary uses, not having been injured, is now included in this account.
,, ditto, bird-eye maple	6 ,,					
,, round, British oak	2022 ,,					
,, ditto, ditto elm	567 ,,					
,, ditto, ditto ash	843 ,,					
,, logs of red pine	503 ,,					
,, ditto American elm	354 ,,					
,, ditto, ditto oak	151 ,,					
,, ditto, ditto birch	23 ,,					
,, ditto, African oak	157 ,,					
Tin, block in bars	3 in No.	0	1	2	14	
,, sheets 2½ inch	. .	0	0	0	3½	
Tools, blasting	14 ,,	0	1	0	0	
Topmasts, spare	3 ,,					
Torch lamp, copper	1 ,,					
Tow,	. .	0	6	3	9	4cwt. 1qr. 25lbs. short of the quantity reported by store accounts.
Treenails,	3336 ,,					
Trucks, 4-wheeled for store	4 ,,					
,, ditto for boilers	1 ,,					
,, parallel	84 ,,					
,, leading	15 ,,					
Tubs, ballast wood	2 ,,					
,, coal, iron, 2 bushels each	6 ,,					
,, ditto, wood, iron-bound	1 ,,					
Turpentine	3 pints.					
Twine, sewing	. .	0	0	0	8	
,, whipping	. .	0	0	0	3	
Type, marking	1 box.					
Tools, &c. for use of Smithery,						
Anvils	6 in No.					
Bellows	6 pair.					
Vices	3 in No.					No returns appear to have been made at any time in Reports to the Post-office.
Screws, stock	1 ,,					
Sledge hammers	13 ,,					
Hand ditto	12 ,,					
Set ditto	20 ,,					
Nailers' anvils	2 ,,					

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Tools, Hammers, nailers'	5 in No.		
Heading tools for ditto	21 ,,		
Bottom fullers	12 ,,		
Top ditto	18 ,,		
Bottom rounding tools	63 ,,		
Top ditto	63 ,,		
Heading tools	63 ,,		
Tongs	142 pair.		
Round punches	28 in No.		
Square ditto	28 ,,		
Chisels	32 ,,		
Top flatters	8 ,,		
Bottom ditto	3 ,,		
Cast-iron crest blocks	4 ,,		
Nut mandrills	40 ,,		
Round ditto	76 ,,		
Square ditto	53 ,,		
Flat ditto	81 ,,		
Strap ditto	10 ,,		
Die stocks	7 ,,		
Dies	15 pair.		
Screw taps	63 in No.		
Tap-wrench for ditto	8 ,,		
Scale beam	1 ,,		
Cast-iron troughs	3 ,,		
Wrought-iron trough, large	1 ,,		
Water cask, with brass cock	1 ,,		
Set of letters, complete	1 ,,		
Ditto figures, ditto	1 ,,		
Iron buckets	5 ,,		
Compasses	2 ,,		
Callipers	3 ,,		
Upsetting blocks	2 ,,		
T square	1 ,,		
Tool chests	6 ,,		
Vice bench	1 ,,		
Float file	1 ,,		
Punching block	1 ,,		
Weights of 14 lb.	1 ,,		
,, 7	1 ,,		
,, 2	3 ,,		
,, 1	1 ,,		
Tools—Boiler-makers',			
Holding-up hammers	18 ,,		
Ditto bars	11 ,,		
Rivetting irons	41 ,,		
Large hand hammers	40 ,,		
Small ditto ditto	10 ,,		
Set hammers	10 ,,		
Chipping ditto	23 ,,		
Spanners	37 ,,		
Caulking set	251 ,,		
Ditto fullers	90 ,,		
Boiler punches	33 ,,		
Screw blocks	4 ,,		
Files of sorts	16 ,,		
Hand screws	10 ,,		
Drills	95 ,,		
Cross cuts	115 ,,		
Hand fullers	55 ,,		
Hand chisels	112 ,,		
Straight braces	3 ,,		
Hand ditto	3 ,,		
Hammer handles	22 ,,		
Luff tackles	3 ,,		
Rack levers	2 ,,		
Stretching screws	2 ,,		
Centre punches	41 ,,		
Square drifts	9 ,,		
Snaps	5 ,,		
Stamps for marking tools	5 ,,		
Furnace tongs	8 pair.		
Rivet ditto	18 pair.		
Sledge hammers	14 in No.		
Screw jacks	3 ,,		
Wooden hammers for setting plates	2 ,,		
Smiths' tongs	70 pair.		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Tools, Bottom cresses	20 in No.		
Top ditto	19 ,,		
Top fullers	11 ,,		
Bottom ditto	10 ,,		
Snappers	4 ,,		
Punches	6 ,,		
Flatters	4 ,,		
Angle iron tools	14 ,,		
Borers	3 ,,		
Nut mandrills	11 ,,		
Sets	22 ,,		
Hand punching machine	1 ,,		
Punches and beds for ditto	2 ,,		
Block for turning angle iron	1 ,,		
Crest blocks	4 ,,		
Rivet ditto	2 ,,		
Cutting off gauge for ditto	1 ,,		
Bellows	4 pair.		
Anvil, No. 1	1 in No.		
Ditto, No. 2	1 ,,		
Ditto, No. 3	1 ,,		
Shovels, iron	3 ,,		
Oil lamps	12 ,,		
Oil can, 6 quarts	1 ,,		
Fire lamps	4 ,,		
Iron buckets	5 ,,		
Cast iron for setting plates	1 ,,		
Ditto ditto ditto bags	1 ,,		
Vice	1 ,,		
Punching engine	1 ,,		
Beds for ditto	3 ,,		
Steel cutters	7 ,,		
Pinching bars	7 ,,		
Crab winches	2 ,,		
Grindstones	3 ,,		
Rivet for furnace	2 ,,		
Hooks for holding up hammers	48 ,,		
Iron squares	2 ,,		
Wood ditto	1 ,,		
Compass	2 pair.		
Chain, $\frac{5}{8}$ inch	31 feet.		
Ditto, $\frac{1}{2}$ ditto	85 ,,		
Ditto, $\frac{3}{8}$ ditto	33 ,,		
Snatch block	1 in No.		
Water cask and cock	1 ,,		
Water cisterns	4 ,,		
Smiths' hearths	4 ,,		
Drafting board	1 ,,		
Tool chests	15 ,,		
Force pumps complete, for trying boilers when finished	2 ,,		
Tools—Chimney Makers',			
Files	5 ,,		
Rivet borers	3 ,,		
Set of hammers	2 ,,		
Smiths' tongs	15 pair.		
Beds for punching engine	2 in No.		
Punches for ditto	2 ,,		
Small punches	9 ,,		
Snaps	6 ,,		
Drifts	16 ,,		
Hand brace	1 ,,		
Holding-up bars	2 ,,		
Sets	8 ,,		
Hand chisels	6 ,,		
Cross cuts	7 ,,		
Fullers	6 ,,		
Chipping hammers	3 ,,		
Rivetting ditto	3 ,,		
Large hand ditto	7 ,,		
Spanners	10 ,,		
Drills	20 ,,		
Gauges	10 ,,		
Stamp, G. P. O.	1 ,,		
Ditto, ✓	1 ,,		
Punch hammer	1 ,,		
Drawing-up punches	2 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Tools, Hand punch	1 in No.		
Iron buckets	2 ,,		
Small crest block	1 ,,		
Anvil	1 ,,		
Bellows	1 ,,		
Fire lamp	1 ,,		
Templets for chimney	9 ,,		
Screw locks	2 ,,		
Square	1 ,,		
Grindstone	1 ,,		
Water tanks	5 ,,		
Setting plates for chimney	6 ,,		
Tool chest	1 ,,		
Hearth	1 ,,		
Tools, fitting-up Shop,			
New plate for drilling machine, not set up			
Files, flat	131 ,,		
,, square	14 ,,		
,, three-square	11 ,,		
,, round	21 ,,		
,, half-round	62 ,,		
,, four-square	4 ,,		
Turning tools	70 ,,		
Drills	164 ,,		
Chisels and drifts	32 ,,		
Hand hammers	16 ,,		
File handles	85 ,,		
Copper clams	3 pair.		
Coombs	41 in No.		
Hand brush	1 ,,		
Iron buckets	2 ,,		
Chisels	146 ,,		
Tack bolts	10 ,,		
Dies	36 ,,		
Cutters	38 ,,		
Taps	56 ,,		
Setters	28 ,,		
Figures	14 ,,		
Callipers	1 ,,		
Slide rest	1 ,,		
Common rest	7 ,,		
Spanners	36 ,,		
Water pans	3 ,,		
Punching drifts	18 ,,		
Hand punches	24 ,,		
Reamers	18 ,,		
Cold seats in two rollers	12 ,,		
Forge tongs	8 pair.		
Chisel bars	3 in No.		
Melting ladles	3 ,,		
Iron pot	1 ,,		
Upright drill	1 ,,		
Rack for drilling	1 ,,		
Soldering copper doctor	6 ,,		
Hand shears	1 ,,		
Double beak iron	1 ,,		
Drilling machine complete, set up	1 ,,		
New drilling machine, not set up	2 ,,		
New screwing ditto	1 ,,		
Lathes with gear complete	2 ,,		
Vice	6 ,,		
,, punches	6 ,,		
Bellows	1 ,,		
Anvil	1 ,,		
Hearth	1 ,,		
Pipe augurs	5 ,,		
Iron coal box, engine	1 ,,		
Small engine, one-horse power, complete	1 ,,		
Cupboards	2 ,,		
Grindstone	1 ,,		
Tool chest	12 ,,		
Taps for screwing	23 ,,		
Reamers	24 ,,		
Large drills	6 ,,		
Screwing stocks	3 ,,		
Old hand brushes	3 ,,		
Reamers for reaming cocks	18 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwt. Qrs. lbs.	
Tools, Wrought-iron boxes for hardening	3 in No.		
Hand hammers, new	38 ,,		
Casting for windlass pawl	1 ,,		
Cast-iron boring blocks	3 ,,		
Swan-neck drilling machine	4 ,,		
Spare vices	4 ,,		
Steel straight edges	6 ,,		
Three-square ditto	2 ,,		
Square ditto	3 ,,		
Spare lathe strap	1 ,,		
Lathe and wheel complete, old	1 ,,		
Fitting bench and vice	1 ,,		
Emery boxes	4 ,,		
Tools, Turners' Shop,			
Chopping bench	1 ,,		
Shop benches	2 ,,		
Wood hold-fasts	1 ,,		
Iron ditto	1 ,,		
Vice	1 ,,		
Foot lathe	1 ,,		
Chuck for ditto	1 ,,		
Turners' tools	13 ,,		
Centres	4 ,,		
Drills	4 ,,		
Reamers	4 ,,		
Rests	4 ,,		
Spanners	3 ,,		
Framing knife	1 ,,		
Marking iron	2 ,,		
Lignum vitæ cross-cut saws	1 ,,		
Stove and boiler for steaming planks	1 ,,		
Triangles	2 ,,		
Nail boxes	2 ,,		
Tools and Fixtures in Joiners' Shop,			
Working benches	7 ,,		
Whip saws	2 ,,		
Cross-cut saws	4 ,,		
Sledge hammers	2 ,,		
Set ditto	1 ,,		
Shackle crowbar	1 ,,		
Crowbar	1 ,,		
Iron clamp screws	2 ,,		
Screw spanner	1 ,,		
Large pincers	1 ,,		
Common ditto	2 ,,		
Marking iron	39 ,,		
Water cask and brass cock	1 ,,		
Iron buckets	2 ,,		
Wood ditto, iron bound	1 ,,		
Nail boxes	4 ,,		
Straight edges	16 ,,		
Squares	6 ,,		
Bevel	1 ,,		
Copper gluepot	1 ,,		
Tool chest	2 ,,		
Framed slate	1 ,,		
Large coopers' anvil	1 ,,		
Coopers' truss hoops	6 ,,		
Wooden glands for handsaws	3 ,,		
Augur, 1½ inch	1 ,,		
Cross angle turnscrew	1 ,,		
Copper pump for water cask	1 ,,		
Small pieces of elm for sundry purposes	77 ,,		
Tools, &c., Pattern Makers',			
Chipping chisels	7 ,,		
Files of sorts	10 ,,		
Spanner	1 ,,		
Hammer	1 ,,		
Branding iron	4 ,,		
Patterns (wood) in charge of Pattern Makers,			
Cylinder and slide for small engine	1 ,,		
Bilge pump	2 ,,		
Cutter block	1 ,,		
Rudder band	7 ,,		
Valve box	1 ,,		
Wheels for large carriage	2 ,,		
Eccentric rings	3 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwts. Qrs. lbs.	
Tools, Packing rings	5 in No.		
Ends for drum	2 ,,		
Wheels for coal waggon	2 ,,		
Cocks for regulating feed pipes	3 ,,		
Foot valves	5 ,,		
Head stock	1 ,,		
Small centre paddle wheel	1 ,,		
Heads for small lathe	2 ,,		
Pumps	2 ,,		
Steam pipe	2 ,,		
Beam centres	4 ,,		
Stuffing boxes	3 ,,		
Pump boxes	5 ,,		
Glands	7 ,,		
Small safety valve box	1 ,,		
Valves in guards	4 ,,		
Small wheels for lathes	9 ,,		
Drilling machine and winches	1 ,,		
Face plates	14 ,,		
Punching stock	1 ,,		
Packing rings	7 ,,		
Large cocks	3 ,,		
Small do.	4 ,,		
Large beech	28 ,,		
Sheave patterns of sorts	14 ,,		
Grease cup	1 ,,		
Small beech	98 ,,		
Brass sweep	2 ,,		
Air-vessel	1 ,,		
Gauge glasses	27 ,,		
Do. do. for barometers	3 ,,		
Beam patterns	2 ,,		
Safety-valve boxes	3 ,,		
Eduction pipe	1 ,,		
Paddle wheel centres	2 ,,		
Large plumbing boxes	7 ,,		
Head and rests for turning lathes	1 ,,		
Branch pipe	2 ,,		
Face plates for lathes	2 ,,		
Brass bushes	20 ,,		
Hawsehole pipes	2 ,,		
Wheel for small lathe	1 ,,		
Standard for do.	1 ,,		
Frame and board for winch	1 ,,		
Brackets	5 ,,		
Slide case	1 ,,		
Parts of framing	2 ,,		
Top of pump	1 ,,		
Back of plate	1 ,,		
Cress block	1 ,,		
Top and bottom for large shears	1 ,,		
Pawl for windlass	1 ,,		
Cylinder cover	1 ,,		
Pump	1 ,,		
Front bearers for furnace	31 ,,		
Doors for do.	7 ,,		
Injection cock	1 ,,		
Cutter blocks	1 ,,		
Small plumbing blocks	2 ,,		
Valves	4 ,,		
Feeding pumps	2 ,,		
Air-pump buckets	4 ,,		
Eccentric wheels	1 ,,		
Mudhole door	1 ,,		
Brass patterns for brass work	Sundry pieces		
Boxes for holding patterns	20 in No.		
Varnish, black, in casks	208 gallons		41 gals. short upon the 60 do. store account.
,, bright, ditto	143 ,,		
Vice, junk, small	1 in No.		Not noticed as on charge in the accounts to the Post-office.
,, armory bench	1 ,,		
Waggon, coal, in use	17 ,,		
,, do. new	7 ,,		
,, trucks with 4 wheels	12 ,,		
Wedges, wood	531 dozen		
Weights, iron, for scales in yard, of 56 lbs.	20 in No.		
,, ditto, ditto ditto 28 ditto	2 ,,		
,, ditto, ditto ditto 14 ditto	2 ,,		

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight. Tons. Cwts. Qrs. lbs.	Remarks.
Weights, iron, for scales in yard, of 7 lbs.	1 in No.		
,, ditto, ditto ditto 4 ditto	4 ,,		
,, ditto, ditto ditto 2 ditto	1 ,,		
,, ditto, ditto ditto 1 ditto	3 ,,		
,, ditto, in store loft 7 ditto	2 ,,		
,, ditto, ditto 14 ditto	1 ,,		
,, ditto, ditto 4 ditto	1 ,,		
,, ditto, ditto 2 ditto	1 ,,		
,, ditto, ditto 1 ditto	1 ,,		
,, ditto, ditto ½ ditto	1 ,,		
,, brass, ditto 1 ditto	1 ,,		
,, ditto, ditto ⅛ ditto	1 ,,		
,, ditto, ditto ¼ ditto	1 ,,		
,, ditto, ditto 2 oz.	1 ,,		
,, ditto, ditto 1 ditto	1 ,,		
,, ditto, ditto ½ ditto	1 ,,		
,, ditto, ditto ¼ ditto	1 ,,		
Wheels, rack for winches	16 ,,		
,, do. windlass	2 ,,		
,, and pinion for crab winch	1 ,,		
,, steering	1 ,,		
,, timber carrying	2 pair.		
Wick, lamp, cotton flat	66 yards.		
,, ditto, ball cotton	2 lbs.		
,, ditto, cotton tube	3 dozen.		
,, ditto, ditto ditto	5 ,,		
Winches, spun yarn	2 in No.		
,, for mainmast	1 ,,		
,, cast iron for sheers	2 ,,		
,, rope	1 ,,		
Wire, brass, 3 sizes		0 1 1 13	
,, copper, 3 sizes		0 0 2 21	
Wood, lignum vitæ	Sund. small logs.	0 9 2 18	
,, fire	4 chord.		
,, for wedges	2 ,,		
Worm, field piece	1 in No.		
Stores in the Sail Room, belonging to Steam Packets, and lodged for Security:			
"Gulnare."			
Rope, New Zealand hemp	111 fathoms	0 2 2 8	
Ditto, ditto	90 ,,	0 1 2 8	
Ditto, Old Hawser, for junk		0 4 1 14	
New cots and frames	2 in No		
Wash-deck buckets	2 ,,		
Paint brushes, new	4 ,,		
Whitewash, ditto	1 ,,		
Blue ensign (4 brdths.), new	1 ,,		
Union Jack ditto	1 ,,		
White line		0 0 0 14	
Common twine		0 0 0 1	
Azimuth compass	1 ,,		
Compass needles	4 ,,		
Crowbar, new	1 ,,		
Lanthorns, horn, new	2 ,,		
Iron shovel, new	1 ,,		
Tar brushes	4 ,,		
Mast hoops	7 ,,		
Hammocks, new	20 ,,		
Awning curtain, quarter-deck	1 ,,		
Foresail, old	1 ,,		
Mainsail, ditto	1 ,,		
Awning, quarter-deck, new	1 ,,		
Canvass bags, painted, ditto	2 ,,		
Coat-of-arms for stern	1 ,,		
Tarpaulin, new	1 ,,		
Topsail halliard racks	2 ,,		
"Escape."			
Mainsail, new	1 ,,		
Foresail, ditto	1 ,,		
Jib, ditto	1 ,,		
Jib, old	1 ,,		
Staysail, repaired	1 ,,		
"Dragon."			
Mainsail, old	1 ,,		
Windsail, ditto	1 ,,		

The same remarks as to the charge are open here as in almost every page throughout this Report.

Inventory of Stores, Implements, &c.—*continued.*

Species.	Quantity.	Weight.	Remarks.
		Tons. Cwts. Qrs. lbs.	
"Wizard."			
Foresail, old	1 in No.		
Mainsail, ditto	1 ,,		
Jib, serviceable	1 ,,		
Jib, split	1 ,,		
Staysail, repaired	1 ,,		
"Harlequin."			
Mainsail, old	1 ,,		
Foresail, ditto	1 ,,		
Jib, ditto	1 ,,		
Jib, new	1 ,,		
"Cinderella."			
Mainsail, old	1 ,,		
Foresail, ditto	1 ,,		
Fore staysail, ditto	2 ,,		
Jib, ditto	2 ,,		
Jib, new,	1 ,,		
Stores belonging to Sailing Vessels.			
"Iris."			
Mainsail, serviceable	1 ,,		
Storm jib, ditto	1 ,,		
Awnings, ditto	2 ,,		
"Countess."			
Gaff topsail, old	1 ,,		
Mainsail, summer	1 ,,		
First jib, repaired	1 ,,		
Jib, condemned	1 ,,		
"Prince of Orange."			
Mainsail, repaired	1 ,,		
Ditto, condemned	1 ,,		
Third jib, serviceable	2 ,,		
Storm, ditto ditto	2 ,,		
Gaff topsail, ditto	1 ,,		
"Pelham."			
Jib, old	1 ,,		
Topmast studding sail, old	1 ,,		
"Montrose."			
Mainsail, repaired	1 ,,		
Boat's Sails and Gear.			
Galley, foresail	1 ,,		
,, mainsail	1 ,,		
,, mizen	2 ,,		
,, jibs	3 ,,		
,, masts	3 ,,		
,, lug yards	3 ,,		
,, iron bowsprit	1 ,,		
,, spreet	1 ,,		
,, rigging	Complete.		

We do declare that we have taken this survey with such care and equity, that we can, if required, make oath to the correctness of our proceedings.

THOS. M'KNIGHT.
THOMAS HYLAND.

Dated at *Holyhead*, this 22*nd* day of *February*, 1836.

No. 115.

Return from Captain Bevis, of value of stores at Holyhead.

No. 115.

EXTRACT from a Return received from *Captain Bevis*, the Agent at Holyhead, 17th March, 1836.

The total value of stores and materials provided for the service of the General Post-office, and now in store there, amounts to £12,200. 12*s*. 10½*d*.

(Signed,) Thomas Bevis, *Agent*.

Evidence of Mr. M'Knight, relative to the Establishment at Holyhead.

No. 116.

Mr. T. M'Knight. March 14, 1836.

No. 116.

Monday, 14th March, 1836.

Mr. *Thomas M'Knight* was called in and examined as follows:—

You were appointed by the Post-office to examine the stores and take charge and render an account of the stores at Holyhead?—I was.

Were you appointed upon an application of the Post-office to the Admiralty?—I was.

Had you been previously accustomed to the care of stores?—I had been an agent victualler at Jamaica. I was fourteen months performing duty for another person. I was a purser in the navy, and was appointed by Sir George Cockburn to act as agent victualler.

Will you tell the Commission in what state you found the dock-yard establishment upon your arrival at Holyhead?—On my arrival there I found some of the stores scattered about in a very loose manner; a great part of them totally unprotected, without wall, or lock, or watchman, and consequently there was no safeguard at all over the stores, inasmuch as many of them might have been taken away by any person that thought proper. A considerable quantity of timber plank and things of that kind might have been removed from the place where they were stowed, being close to the pier, when at high water any person during the night might take them away. Vessels are constantly lying in the harbour moored close to the pier, sailing at all hours of the night according to the tide; affording a very considerable facility, of course, for plunder, and which there was no precaution used for preventing, as there was no watchman.

Had any account been put into your hands of the quantity of stores and goods there were belonging to the Post-office?—On my arrival at Holyhead there was an account put into my hands, such as it was; but it was particularly imperfect, not one-half of the things that were in the establishment were made any return of whatever, to show the particular kinds, particularly the things most generally manufactured in the establishment: with respect to them, no return was made at all.

Will you specify some instances of stores of which no return was made?—The principal business of the establishment is the making of boilers and chimney-funnels for steam-packets, and there was no boiler-plate on the account returned; no angle-iron, or rivet-iron, or sheet-iron, or chimney plate-iron; and all those things which are the most valuable on the establishment, were not at all returned to the Post-office in the account I received.

Is any official brand or mark used for the stores at Holyhead?—Sometimes there has been, though not generally.

Did you find any of those articles upon the department?—I found a great quantity on the survey: there was a very considerable quantity of boiler-plate, angle-iron, &c., in the stores, but not on charge. On that account, therefore, I had no means of ascertaining what the deficiency might be. The report I have drawn up will show the quantity in store to be some 50 or 60 tons. I suppose there were upwards of 120 tons of old iron, or about that, which I found on the survey, of which no account whatever appeared on the books of the stores, and among that a very considerable quantity of good iron was picked out by ourselves in the survey, which was mixed up with the old iron; for whose advantage I cannot say.

Does it appear that the account kept of the receipts and issues afforded any check upon the remains of the stores?—None whatever; as it is impossible to trace any charge or remains by the account, which my Report upon the survey will show.

Have you any reason to believe that such an account had ever been kept?—I am persuaded it never had, as there was no person upon the establishment who could tell me the quantity of any of these stores remaining, or what quantity was on charge.

Are these accounts very accurately kept in the King's naval dock-yards?—Very accurately; they are most minute, and upon that system, I have been called upon by the Postmaster-General to offer forms for the establishing accounts in that department, which I am on the point of doing. I am now preparing them, by which mode of account you will be able to tell the smallest quantity of stores that would be in the department at any time.

Is the system you recommend exactly the same as the practice in the King's naval yards?—Quite so.

In what way had the stores been issued out by the storekeeper?—In some cases by the order

Examinations.

No. 116.
Mr. T. M'Knight.
March 14, 1836.

of the agent, but in general by the direction of the engineer,—the late resident engineer, upon his verbal authority, latterly. Formerly there were orders for issuing the stores, which were signed by the agent, but that has, in a great measure, been discontinued and not acted upon in many cases for some time past. The stores for manufacture are more generally issued by the verbal order of the engineer.

Will you inform the Commission whether it is the case with coals, or any of those articles in constant consumption, whether they are issued upon the verbal order only of the engineer?—Yes; for the manufacturing of boiler plates, or anything connected with the blacksmiths' department.

Do you mean to state that in the case of coals there was no record whatever kept?—There was an account kept of coals, but it was a very imperfect one, inasmuch as it was so imperfect that there was a considerable overcharge: they charged a great deal more for the packets than the packets received. I have written a letter, stating that circumstance to the Postmaster-General.

You ascertained that from the captains of the packets themselves, did you?—I ascertained it from the nature of the duty which I had to attend to. I was directed to take an inventory of the stores. Among other things I had to take an inventory of the coals. The coals were a very large mass of upwards of 900 tons, and the agent, Captain Bevis, thought it would be very inconvenient to enter into the minutiæ of measuring by bushel, but that I could ascertain the quantity by cubic measure. I accordingly did so, and found by that measurement 200 tons short of the quantity which they stated to be in store. I made a report of that circumstance to the Postmaster-General, and the agent desired me to measure them by bushel measure, not being satisfied with the calculation I had made on account of the great difference from the store account. I then went through the whole quantity of 970 odd tons, and my measurement showed a deficiency of 197 tons, making a difference between my report by cubic measurement and the actual measurement by bushel of three tons only; and in the performance of that duty I found it necessary to measure the waggons that are used for supplying the steam-vessels with coals. They are stated to contain 18 bushels, and as it was impossible I could measure the whole by bushel measure, having to remove a great number into another yard to make room for the operation of that duty, I measured first the bushel, to ascertain if that was correct; I then measured the waggons with that bushel to see what they contained, and I found that they contained only 16 bushels, whereas they had always been charged to the packets as 18, and in one instance which I brought under the notice of the agent, one waggon was sent out for delivery which I ordered to be brought back again, and on measuring it found it only contained 15 bushels. It was measured before the agent himself, in order that he might be satisfied with the conduct I was adopting. *I have thereby proved an overcharge to the steam-packets annually of* 1000 *tons of coals.* I can prove that clearly; but with respect to the other stores, I could find no books or account showing what remained; in many cases I found by survey what the quantity was; but what ought to have remained I could not tell.

Who has the charge of the coals?—The storekeeper.

He is accountable to the Post-office for the issuing of stores, is he not?—I do not know; the agent is supposed to be the accountable person, I presume, but the storekeeper has the management of the issue of them under the agent.

How are the coals placed? in what situation are they placed when they come from the contractor?—They are brought by the vessels and discharged by labourers into the coal yard.

Are they weighed or measured when they are received?—They are measured.

Who sees them measured?—There are persons appointed by the agent or storekeeper—whoever they think proper—some poor, unfortunate old fellows; and they render an account of the quantity turned out, and that is taken on charge by the storekeeper; but the persons that are employed on that business are generally utterly incompetent.

When coals are put on board the packet, who sees them put on board?—There are three or four men employed to fill the waggons, and there is another man down at the pier to see these coals put on board the vessels: there are no other persons to do this business but labourers.

Must the quantity that is delivered from the contractor be the real quantity that is stated in the contract?—It ought to be.

Had you sufficient check for that?—I believe they will generally be found to turn out more than the contractor's invoice, in almost every case.

Do you know any particular case in which the quantity stated to be delivered was much larger than that which really was delivered?—Yes; I have the particulars of three vessels here where I found that to be the case; but I have one instance of a vessel, the name of which I believe is the "Pelham," where the invoice quantity is 60 or 70 tons; I am not quite certain as to the accuracy of the quantity, but I believe that to be the quantity invoiced, and the freight paid was for 118 tons stated to be delivered, so that more was paid for than actually came in the vessel, or in fact than the vessel could possibly hold.

Can you state any other cases where the same thing has occurred?—I have no knowledge of any other, though I believe them to be very general. I have some cases as to quantity,—the other case was merely as to the mode of payment on the freight. On January 22nd the "Pelham" brought 70 tons by the invoice, and delivered 92 taken on charge. On February 8th the "Prince" brought 58 by the invoice and 79 taken on charge. On February 13th the "Countess" brought 90 tons by invoice and 118 taken on charge.

Do you happen to know whether there exists any practice in the coal trade which would account for the difference of the measures you have stated?—There is a practice that might occasion a difference, but not to that extent.

Examinations.

No. 116.
Mr. T. M'Knight.
March 14, 1836.

Do you know to what extent it would account for it?—I think the difference is about five or seven hundred in the ton. They deliver about twenty-five and a half, or twenty-seven hundred to the ton, at the collieries. Twenty-seven hundred, of a hundred and twelve pounds, at the collieries, this is not by weight, but by measurement, by waggons; they make their calculations by measurement, say so many bushels to the ton, the collieries deliver thirty-two bushels to the ton, according to their weight, and it is taken on charge at the rate of twenty-eight bushels to the ton, by the storekeepers at Holyhead.

Have you been accustomed to the issuing of coals in the King's yards?—Not myself, but I have seen it done by the storekeeper at Jamaica-yard, when I was there. I know the coals were issued at Jamaica-yard at a hundred and twelve pounds to the hundred weight; they receive their coals there as they are brought out by the colliers, with generally a large surplus which is supposed to be for waste.

Are you satisfied that such proportion as you have stated to have existed at Holyhead, between the quantity of coals received and delivered, never could have existed in any one of the King's Navy yards?—It never could; I am satisfied the cause of this great overcharge of the coals in the quantity received being so much larger than the other, arises from the quantity not being really delivered, because I have observed the measures used for delivering the coals into the yard have not been delivered full. In a recent case I have had a person down from London myself; I recommended him to the agent's notice, the agent employed him, and he has turned out the coals in a different manner by giving proper measure.

Are you convinced from what you have observed that fraud must have existed in the issuing of the coals at Holyhead?—It could not have arisen from anything else, or at any rate it must have been an error that I cannot account for. I could not positively say it was fraud, but it looks very obvious in my mind that it was.

Can you in any way account for the deficiency you found in the gross quantity of coals you measured, by connecting it with the statement you have made with respect to the quantity stated to have been received and paid for by the Post-office?—In no other way than that they were not delivered out of the vessel, or disposed of without any account being rendered.

There are other coals in store besides those used for the packets; are there not?—There are.

What are those coals used for then?—For the use of the smiths and the manufacturing in the blacksmiths' shops.

Is there any account of those coals kept?—Yes.

Had you any account given you by the Post-office of the gross amount of coals you would find there?—Yes.

Did you find it correct?—I found a surplus of a ton and a half, or a ton and three quarters, on the smiths' coals; and a deficiency on the others, as my report shows, that I ascertained by measurement.

Were there any sales of coals?—Yes.

At Holyhead?—Yes.

Why did they sell the coals?—They had permission to sell them from the Post-office, or some person in that department; I do not know who; they called them spared stores, and for the convenience of the inhabitants of the place they were permitted to sell the stores out of the dock-yard.

Was any account kept of these spared stores?—Yes, such as it was.

Do you conceive it was a regular and proper account?—By no means.

In what respect did it appear to you to be improper?—Inasmuch as there were things sold which were not accounted for to the Post-office.

How did that appear?—Inasmuch as they were charged in the day-book to the parties who purchased them, and not entered in the returns made to the Post-office; consequently showing a most inaccurate return, and a most imperfect account.

Does that observation apply only to a very recent period, or does it seem to have been the practice for some time back?—For two years back I think I referred.

Did the sale of coals go on to any extent at Holyhead?—I have not known of any considerable quantity being sold; in one case there was £15. in money paid to the engineer for coals, sold by him; but there is no trace in the books whatever of it. Four tons of the quantity charged in this account was for smiths' coals, which the clerk proved to me had been taken out of the Post-office stores. And there was no entry made of that sale, or any account of its having been returned by the resident engineer.

Were they sold to private individuals?—Yes; in this case, where there was this sale of four tons, it was to an innkeeper, by the resident engineer, Mr. Johnson, together with more coals, said to have been taken out of his own vessel.

And sold at the same price at which they were purchased by the Government?—I do not know. In this case of Mr. Johnson, there is no account whatever shown in the books, it was discovered by the bill having accidentally fallen into the hands of Captain Evans. I was present at the time the bill was delivered, and I was instructed by Captain Evans, to examine the books, and see if I could find any trace whatever of it.

Do you mean to say there is no trace whatever of this sale of coals to the innkeeper in the books of the department?—None whatever.

Do you know by whom these sales were authorized?—I do not.

Was it sufficient for any individual to apply to the storekeeper for coals, or was the authority of the agent necessary before the coals were sold?—I presume the authority of the agent was necessary.

Were any other stores besides coals sold?—Yes; iron, oil, and almost all descriptions of stores, also tow, and candles, as the book shows.

Were they sold to tradesmen and merchants, as well as to private individuals, do you know?—I think not, but I have no knowledge of it.

Examinations.

No. 116.
Mr. T. M'Knight.
March 14, 1836.

Is there any other coal merchant, besides the Post-office establishment, at Holyhead?—Yes, certainly; more than one; one formerly to a very great extent, as I am informed.

Have you ever heard that the tradesmen of Holyhead have complained of the practice of the dock-yard in selling stores?—Certainly, I am aware they have, and that they considered it a very great hardship.

Did they ever make any formal complaint to the Government of this practice, that you are aware of?—I understood while I was down there that they made a parochial complaint, and that a vestry was held, to establish, if possible, a charge or tax upon the dock-yard, in consequence of the privilege which the dock-yard took of disposing of stores to private individuals.

Did any instance come under your knowledge of the sale of other stores besides coals, in which there was an omission in entering in the accounts of the year, a sale effected in the same manner as what took place in the instance of the innkeeper which you met with?—Certainly.

Will you state any similar instance which existed in any other stores?—On my arrival at Holyhead, I was directed by the Postmaster-General to ascertain whether the circumstances which led to the suspension of the resident engineer and the storekeeper, and the grounds of suspicion against them were to be attributed to fraud or inaccuracy. I applied to Mr. Gardiner, in obedience to my instructions, for information as to the cause of their suspension, when he showed me a number of cases which he had investigated, where stores had been sold, and proof obtained of payment of the money to the resident engineer and storekeeper, and receipts given by them for the amount, and no account rendered to the Post-office of the produce of these sales. By Mr. Gardiner's desire, I carefully examined two of these cases, and, having done so, reported to the Postmaster-General that there could be no doubt of frauds having been committed by the resident engineer and storekeeper. Having ascertained the existence of fraud in these two instances, I considered it unnecessary to report upon any further cases affecting these officers; although I was aware of the existence of other cases of a similar nature from the evidence which I had seen in the hands of the Commissioners.

What description of stores?—It was boiler-plate, coals, canvass, iron, pitch, tar, felt, oakum, brooms, nails, &c.

Do you remember what was the amount of the value of the stores so sold?—In one case it was 8*l.* odd; in another, about 3*l.* I believe—I made an official report to the Post-office at the time, but do not exactly recollect the amount; these bills, with many others of a similar nature, are in the possession of Mr. Gardiner.

Taking this practice of selling the government stores to individuals, in connexion with the inaccurate manner in which the accounts appear to have been kept, are you of opinion that it may have opened a door to very considerable malversation at Holyhead, which it may be difficult now to detect?—I think a very wide door indeed; I think there was a very great possibility of peculation going on to an enormous extent, which it would be impossible to find out.

Do you know whether this system of allowing stores to be sold is permitted in any of his Majesty's navy or victualling yards?—Decidedly not; it is one of the standing orders that they shall not—they are obliged to enter into a bond to prevent any such thing as that.

This rule is strictly observed with respect to a victualling or dock-yard, even in a city or town where it might be very convenient to the inhabitants?—It has never been done in any instance that I am aware of.

Was it ever the practice to sell these stores to individuals belonging to the dock-yard establishment at Holyhead?—Frequently.

Did any instance ever occur to your knowledge of their having been sold to the very parties who had the charge of them?—Most certainly; Mr. Johnson has been in the habit of purchasing old and new iron, and he was the resident engineer, and had the disposal of them. The blacksmith, one of the leading men of the yard, who has the manufacturing of the iron, has been in the habit of purchasing iron in large quantities and selling it, having permission to leave Holyhead for the purpose of selling the very iron which he had thrown out of the smithy.

Had you any reason to know that any of the iron was iron fit for use?—Not of that,—because I never saw it; but on the survey I discovered a very large quantity of perfectly new iron among the old which was to be sold—in the same way, I presume. It was thrown up among the heap of old iron; and out of 100 tons, we picked something like 17 tons and a half in that case, and one ton in another instance: something like 20 tons altogether, I believe. A great part of it quite new, and a very considerable quantity perfectly serviceable. I presume if great care is taken in looking over the old iron which I have left for sale, some 20 tons more of good iron may be found; but not being a mechanic, I was not capable of judging; but some of it was so palpably good, that, although not a blacksmith, I could at once see it had never been used.

In those instances when stores were sold to persons having the charge of them, was a regular account kept of such sales?—There was an account kept, such as it is, but it is by no means an accurate one. That was the Return made to the Post-office.—*(Handing in a book.)*

This book?—Yes.

For instance, in the case of iron, was any accurate account kept there?—Not always.

Do you know of any recent sale of coals?—Yes. I am aware of an entry of four tons of coals being sold to Captain Davis, of the "Gulnare" steam-packet, and which, it appears from a receipt in Mr. Gardiner's possession, was paid to Robert Roberts, the clerk; but on referring to the day-book for the returns made to the Post-office, I find no account whatever of it: although it is explained in the books as sold to Captain Davis, there is no return made of it to the Post-office.

Examinations.

No. 116.
Mr. T. M'Knight.
March 14, 1836.

Is that sold as a private transaction?—As a private sale. They were permitted to purchase coals for their own use. I discovered that accidentally by falling in with that piece of paper, which shows the account of coals sold in the month of October, in which there is a charge of coals sold to Captain Davis of the "Gulnare," although it is not entered upon the books.

What opinion did you form of the superintendence exercised over the artificers and workmen?—The opinion I formed was, that it was exceedingly irregular. There was no manner of check at all—no mustering at all—or anything of the kind. The accounts of the men employed were invariably given in by the engineer or storekeeper, or their leading men, just as they pleased.

Did you discover from the books that any men were charged as working in the yard at the time they were absent?—Certainly. In the case of Douglas, a blacksmith, who purchased old iron: he was allowed by the agent to go to some place—I forget where—to sell it for his own private emolument; he was absent ten days—and he was kept on the books for pay—and he received his pay for all the time on his return.

Was that the only instance?—That is the only instance I am sure of—the only one I can speak positively to.

Is it not the case that public-houses and shops are kept in the town by officers and artisans belonging to the yard?—Yes. The storekeeper himself is a publican.

Do you consider this practice as inconsistent with the proper discipline and credit of the yard?—It is totally derogatory to the welfare of his Majesty's service.

Such a thing never would be permitted in any other branch of the Service—would it?—Certainly not. The mode of payment is the worst that could be established.

Does he pay at his own house?—Yes; his own public-house,—where the men are expected, I have understood, to lay out money. Instead of being paid in the yard by the agent—who is the person having the money, and ought to pay the workmen—the agent gives the money to others to pay them at public-houses in the town.

Are you aware of any per centage having been given or offered to the officers of the yard by the tradesmen at Holyhead?—I have it in testimony from a person who paid a per centage of 5 per cent. to the storekeeper upon some occasion, that he had purchased stores for his Majesty's yard, and the same party has since offered it to the gentleman who was sent to Holyhead to assist me in my duties, and who has since been acting in the situation of storekeeper.

What is the name of that gentleman?—Mr. Hyland. Five per cent. was offered to him by this party on a purchase of stores, which he was directed to make by the agent while I was there.

Of course, Mr. Hyland refused this offer?—Certainly: it was made in my presence.

The offer was made in your presence, was it?—Yes. I, in consequence of this offer, sent for the man two days afterwards, and he signed a declaration to the effect that he did offer it in former cases.

You stated that the watch of the yard is very inadequately conducted?—Yes; there never was any watch at all until latterly, since the Commission was down there. Upon my going down, I strongly recommended that watchmen should be obtained from some of his Majesty's Dock-yards, and put over the premises, for the protection of the property. This recommendation was not acceded to; but directions were given to the agent to appoint men belonging to the place—not, in my opinion, at all proper or fit persons to be there as watchmen, inasmuch as the people are all connected together by relationship, and not at all accustomed to the nature of that duty. I have, since these men have been employed as watchmen, had reason to know that they had neglected their duty very materially; and that they had declared, that if a vessel was to go on shore in the neighbourhood, and be wrecked, they would leave their watch, and go on the shore directly to benefit themselves. Consequently, I think that such persons must be very improper to be there as watchmen over property belonging to his Majesty.

Were any public documents, to your knowledge, destroyed at Holyhead, or taken away by the storekeeper, while you were at Holyhead?—I know that a book, with memorandums of accounts, was taken away, and subsequently returned, after being kept away from the stores a considerable time. The book was returned after Captain Evans and Mr. Gardiner left Holyhead, and is now in my possession.

Was that a private or a public book?—It was a book of public transactions: it was a book of sales belonging to the public stores of the Post-office department: it was a book containing a sale of the public stores.

Do you mean to say that, during the time it was taken away, it was concealed; or that there was any appearance of a desire to conceal this book?—I have every reason to believe, from the appearance of the book itself, and from the acknowledgment of the clerk of the stores, that that book was returned after leaves had been abstracted from it, and of which the book itself bears evidence.

[The book was handed in.]

Is this book, which you have handed in to the Commissioners, that which you allude to?—It is; and I think it bears evidence, if the Commissioners will look over it, they will see that leaves have been taken out: it bears the mark of the ink on the back page, showing that writing had been on the opposite side; whereas the leaf now shown has no writing whatever on it, and could have given no impression. I stated that opinion of mine to the clerk, when I got that book from the clerk, after it was returned to the office; and he admitted there were leaves taken from it; that there were entries of sales which had been made, and which are not there now. I thought it a very strong case, and for that reason I detained the book.

Does the book appear to you to have been pulled to pieces, and new bound?—It does, because it is not so large as the other books in the office of a similar nature; and it was admitted by the clerk of the office to have been pulled to pieces and rebound.

Examinations.

No. 116.
Mr. T. M'Knight.
March 14, 1836.

What was the system pursued with regard to the receipt and delivery of oil at Holyhead?—The oil was received in the stores in casks with invoices, and subsequently issued out by gallon measure, which measure contained only three quarts instead of four; and I felt it my duty to represent it to my Lord the Postmaster-General, and to apply for proper measures to be sent down, in order that I might ascertain, more correctly, what should be in the store; and I was directed to use the measures which I found, as the proper test to see what ought to be there—those measures being the ones supposed to be used for receiving the oil as well as issuing it.

Did any person to whom it was delivered ever object to the quantity?—Never; because they were public servants, and they were obliged to take what was given to them.

Was the quality of the oil good which was supplied?—I have understood it was very inferior formerly, and the sweet-oil that I surveyed was exceedingly bad.

Are you aware whether the price paid for it was such that they ought to have had good oil?—Certainly; it was the best price.

Do you know anything of the supply of tallow?—The tallow was not very good when I went to Holyhead, but since I have been down there, the tallow has been sent into store of a very superior quality to what I found on my arrival there.

How was it sent in, and how was it delivered?—It was sent in by invoices and casks, and delivered out in small quantities.

You do not know of the same practice prevailing that prevailed respecting the oil, do you?—No.

Do you know how all the small stores were procured—whether they were procured by contract?—A great many small stores were purchased from the shopkeepers in Holyhead, as in the case of the white yarn, on which the commission of 5 per cent. was allowed; although I have no knowledge of any commission being allowed from the other parties—I found it only in this instance.

Where was the oil procured?—From Liverpool, from a Mr. Simpson.

Was it obtained by contract?—No; it was procured by private purchase, I believe.

Have you made any report to the Postmaster-General with respect to the sale of iron?—I have; I found it necessary. Having instructions from Mr. Gardiner to examine the books to ascertain whether any sales had been made and properly accounted for, I went over the books and discovered that some quantities of iron had been sold by Mr. Johnson, the late resident engineer, at a charge of 14*s.* per cwt., I think, to a Mr. Provis, belonging to a public establishment adjoining the Post-office department, and accounted for to the Post-office at the small amount of 4*s.* 6*d.* per cwt.—making a difference in the account of 6*l.* odd, which I represented to the Postmaster-General as one of the facts supposed to show the fraud on the part of the resident engineer.

THOS. M'KNIGHT.

No. 117.

No. 117.

Mr. T. M'Knight.
April 16, 1836.

16*th April*, 1836.

Mr. *Thomas M'Knight* was examined as follows:—

Was there at Holyhead any check on the stores issued for the use of the packets, and what was the nature of the check?—There was an imperfect check kept on stores issued to the packets, the nature of which was pass-books, stated to contain all the supplies made to them.

Were the stores charged against the packets inserted in the pass-books?—Not always.

An account has been laid before the Commissioners, of stores issued to the packets, and not inserted in the pass-books, and in explanation it is stated that stores supplied to packets while under repair were not inserted in the pass-books; do you consider that explanation satisfactory?—I think the explanation very unsatisfactory, knowing as I do, that no kind of stores whatever would be supplied to any vessel or department in his Majesty's naval service under any circumstances, without proper demands being made, and a supply duly authorized, delivery-notes and receipts being given on every occasion for the most trifling issues.

With respect to the stores which were issued while the vessels were under repair, they were issued without any check being kept?—Yes, there was no check kept during the repairs besides the general entry by the storekeeper.

Would that alone account for the difference of the stores that will be found in the pass-books, in your opinion?—I should think it would not altogether, for I believe in many other cases they were not entered.

One of the engineers of the packets at Holyhead represents that the stores have been of an inferior quality, can you give any explanation upon that subject?—The tallow, I am aware, was of very inferior quality when I first went down, subsequently it was supplied of a better quality.

Did the tradesmen at Liverpool, who supplied part of the stores, send certificates to show that the stores were not of inferior quality?—I am not aware of any certificates having been sent to Holyhead, by the tradesmen, from Liverpool. I know that a Mr. Simpson, who supplied stores to that department came there for the purpose of getting samples, which after some hesitation on the part of Captain Bevis, the agent, were given to him, I believe, but then they formed no part of the stores that have been complained of, they were samples of stores supplied subsequently to the complaints made by the captains and engineers.

Was there any check on the stores that were issued to the colliers belonging to the Post-office?—There was no other check than the account kept by the storekeeper; the masters of

Examinations.

No. 117.
Mr. T. M'Knight.
April 16, 1836.

the vessels were not required to give receipts for the stores that were sent on board the colliers, of course there was no check but what the storekeeper had himself.

What more efficient check should you have suggested for the stores that were issued to the colliers?—In the service I have been accustomed to, we always adopt demands approved by the principal persons of the department; and a supply-note issued or given with the quantity of stores that were sent out, and proper receipts being taken by the parties who received the things for use on board any particular vessel—the one with the other forms a check on the transaction.

You have stated that the sale of spare stores gave a facility to fraud and peculation?—Yes, there is no question of that in a public department.

Do you believe that any such has taken place?—I do most assuredly, from the statement that I have seen in the documents produced for my inspection, the day-book of the party who got the stores from the dock-yard.

Do you think they were sold to individuals at too low a price?—In one case I found the stores were sold at a much higher price than Mr. Johnson, the engineer, had paid for them. I am not exactly competent to judge whether the price was correct or not.

It is stated by Mr. Goddard that his reason for selling a large quantity of iron to one of the blacksmiths was, because he obtained a higher price for it than he could have done from any other person;—do you know whether that was the case?—I am not aware of that sale of iron; but I have no doubt that if iron was allowed to be purchased by workmen belonging to the establishment, who had opportunity of assorting and setting aside that iron for sale, it might very easily be imagined it would sell for a higher price to those individuals than if sold by public auction, as they must be aware of the description of iron they had already selected. By the survey at Holyhead, I discovered a considerable quantity of new iron among the old iron set apart for sale; and if the former selection was made in the same way, there is no doubt that a higher price might be obtained if the iron was purchased by persons belonging to the establishment than if carefully picked out for public competition.

Was there any complaint on the part of the inhabitants of the town on account of the storekeeper and engineers selling the stores?—Yes. I represented, in my former Report, that it was a parochial complaint; that Mr. Goddard gave directions to discontinue the sales in consequence; there is a letter in Mr. Goddard's hand-writing to that effect.

Were the sales discontinued in consequence?—Certainly not.

Does Mr. Goddard appear to have been aware that the sales were going on after the discontinuance was ordered?—He must have been, from the circumstance of the official documents from the office going through his hands in the quarterly Returns to the Post-office.

It is stated by Mr. Goddard that he never ordered a greater quantity of boiler-plate than was considered necessary for the particular purpose for which it was obtained? What quantity of boiler-plate did you find at Holyhead?—I do not exactly recollect the quantity of boiler-plate; my Report of Survey will show that; but the quantity of iron I found in the establishment was upwards of 100 tons of new iron: among that quantity there were some 40 or 50 tons of new iron, used in the manufacturing of boilers—such as boiler-plate, angle-iron, and rivet-iron, all of which are used in the manufacture of boilers.

Have the commanders or engineers complained of the quality of the tallow supplied to the vessels of late years?—Decidedly: even within the period I was there, complaint was made of the oil and tallow; a part of the oil that I found on the survey was even rejected in my presence.

You have stated that there was no muster of the workmen in the dock-yard;—who kept an account of the time of their labour?—The time was kept by the different foremen of their own particular parties, and reported by them to the storekeeper and engineer, from which report the men were paid.

Who paid the workmen?—The storekeeper paid many of them, those particularly in his department, and the others were paid by the foremen of the different gangs, who themselves had given the account of the number of men employed, and the time they were employed, to the storekeeper and engineer; those men were all paid at public-houses.

Then there was, in fact, no check over their attendance?—None whatever, it was impossible there could be a check under those circumstances; if they were exceedingly honest men, the account might be true, but it must be, as it is, questionable.

Mr. Goddard states that the resident engineer was not in the habit of purchasing stores, nor any other individual of the establishment?—The fact of stores being sold to the resident engineer and other individuals of the establishment must have escaped Mr. Goddard's memory, because it is evident from the books, as they show in many instances that it did actually take place.

You stated that the resident engineer frequently sold smiths' coals; was any account or check kept of the quantity delivered out of store?—I found none whatever in the department.

Have you reason to believe there was any?—I am satisfied there was none.

Have you seen Mr. Goddard's letter, accounting for the deficiency of coals, and saying that it arose from an error in the admeasurement?—I have.

Do you think the answer satisfactory?—By no means; one part of Mr. Goddard's letter which I looked over stated "it is manifest the coals ought to be measured out by the same measure that they were received by:"—that is exactly the manner in which I measured the coals; I used the identical measure that the coals were measured into the yard by, to ascertain their quantity, upon which I founded my report, therefore I presume that I acted perfectly in accordance with Mr. Goddard's own opinion.

Examinations.

No. 117.
Mr. T. M'Knight.
April 16, 1836.

You found by that very measurement there was a deficiency?—I did; I found a deficiency of 179 tons, varying from my original calculation by figures only three tons.

Mr. Goddard appears to suppose you used some other measure?—By the tenor of his letter he assumes that I made my report on cubic calculation, when actually I made it by measuring with the very measure they used themselves; the calculation upon which my report of survey was founded tended to convince me that I was right; my final report was not founded on calculation, but by positive measurement.

Mr. Goddard states that no permission was granted to the officers or others of the establishment to purchase stores out of the dock-yard, and to dispose of them for their private emolument; can you state whether such permission was granted or not?—Most certainly it was.

How do you know that such permission was granted?—I am aware that permission was given to the engineer to perform work in the dock-yard which he sold for his own emolument; that was given by Mr. Goddard, by a letter in his own hand-writing.

In what state of protection did you find the timber at Holyhead belonging to the dock-yard?—Almost the entire quantity of it was outside the gates, without any protection whatever.

Did it remain outside even after it was sawn up into plank?—In very large quantities.

So that it might have been easily carried away?—There was nothing to prevent its being carried away.

Mr. Goddard states that the resident engineer has, with his concurrence, borrowed and lent smiths' coal, but that those were cases of loan and not of sale; do you know whether they were cases of sale or of loan?—I am quite satisfied that the resident engineer did sell smiths' coals; I saw the bills of parcels and the receipts. Captain Evans showed me a receipt for the money being paid by Mr. Spencer to Mr. Johnson for smiths' coals; therefore I am satisfied that they were positively sold.

Did he account to the Post-office for those sales?—No, not at all; there was no book in which they were accounted for, nor could any person tell when they were even returned.

THOS. M'KNIGHT.

APPENDIX (F.) (*Liverpool.*)

No. 1.

No. 1.

Number of Persons employed, Pay and Emoluments of each, &c., on the Liverpool Station.

RETURN of the Number of Persons employed on the Liverpool Station, the Amount of Pay and Emoluments of each, and a Description of the Duties which they perform.

Persons.	Number of each.	Pay.	Emoluments.	Duties.
Agent . . .	1	£500 per annum.	None	Entire superintendence of the whole packet establishment, receives all monies, pays all claims, issues all orders, settles all complaints, makes all reports, controls expenditure of stores, regulates discipline, inspects the packets, transmits daily, weekly, monthly, and quarterly accounts to the Postmaster-General, carries on all the official correspondence, &c.
Clerk . . .	1	£80 per annum .	None	Assists in keeping and making out accounts, copies correspondence, casts tradesmen's bills, attends every day, Sundays included, to book passengers at the office, to answer all inquiries, &c.; acts for the agent when absent, &c.
Storekeeper . .	1	£1 per week . .	None	Keeps store account, issues oil, tallow, and wipings for packet machinery, keeps inventories of packet equipments, attends on board every evening, Sundays included, at the departure of the packet, to book latest passengers, and arrange their berthing, assists daily in the office, Sundays included, to book passengers, &c.
Plyer . . .	1	£1 per week . .	None	Attends office daily as messenger, superintends embarkation of all horses and carriages, collects monthly tradesmen's bills, plies at the hotels for passengers, distributes advertisements, &c.
Commanders of Packets.	4	£400 per ann. each	A steward's fee of 2*s.* 6*d.* each for cabin passengers, and 1*s.* 3*d.* for each child of ditto, was allowed to the commanders till the 15th January, 1834, when it was reduced to 2*s.* for each cabin passenger, and 1*s.* for each child of ditto. They are also allowed a steward's fee of 2*s.* 6*d.* for each City of Dublin Company proprietor, who is otherwise conveyed *free* of charge. From these fees the commanders defray the wages of a steward, under-steward, cabin-boy, and stewardess, with other servants, if necessary; the commanders are also liable, from these fees, to replace all losses of plate, linen, earthenware, or glass, to pay for washing cabin bedding, and to be accountable for all passage-money passing through the hands of the stewards. Half the steward's fees likewise are deducted, and paid to an acting commander, whenever the regular commander is absent from sickness, or upon leave.	They command and navigate the packets, demand stores for the same, and do all other duties usually performed by captains of ships, &c.
Masters . . .	4	£1. 10*s.* per week and provisions, each.	Receive half the steward's fees from the commanders of packets, when the command devolves on them, owing to the said commander's being absent from sickness, or upon leave.	Act as second in command in the packets; have sole charge when no commander is on board; and during one watch, when at sea, perform all other duties usually attached to chief mates of ships, &c.
Mates and Pilots.	4	£1. 5*s.* per week and provisions, each.	None	Act as third in command on board the packets, have charge of a watch alternately with the master, pilot the packets in and out of port, and do all other duties usually performed by second mates of ships, &c.

No. 1.

Number of Persons employed, &c., on the Liverpool Station.

REPORT of the Number of Persons employed on the Liverpool Station, &c.—(*continued*).

Persons.	Number of each.	Pay.	Employments.	Duties.
Carpenters	4	£1 per week and provisions, each.	None	Act as ship carpenters on board the packets, effect small repairs, &c.
Cooks	4	12*s.* 6*d.* per week and provisions, each.	None	Cook for the crew and passengers, &c.
Seamen	In summer. 24, in winter 32	12*s.* 6*d.* per week and provisions, each.	None	Do all the duties in the packets usually performed by able seamen on board ships, &c.
Ordinary Seamen	8	7*s.* 6*d.* per week and provisions, each.	None	The same as able seamen, except taking the helm and heaving the lead.
Engineers	4	Per week, each, 1st year £2 15 2d & 3d year 3 0 After 3d year 3 3	None	To work packet engines, keep the boilers and engine in order, &c.
Second Engineers.	4	£1. 15*s.* per week, each.	None	Relieve engineer in working packet engines, and assist in all other duties of the engine-room, &c.
Firemen	16	17*s.* 6*d.* per week and provisions, each.	None	To light and keep up the fires, clean the engines and boilers, &c., on board the packets.
Coal Trimmers	4	17*s.* 6*d.* per week and provisions, each.	None	To level the coals in the boxes, and shovel them forward as required for use of the firemen, to clean out coal-boxes, &c.
Master of Tender.	1	£2 per week.	Receives half steward's fees when occasionally placed in command of a packet, owing to the regular commander being absent, from sickness or upon leave.	Commands "Richmond" tender, boards mercantile vessels arriving in the Mersey to collect ship-letters, conveys mails, passengers, horses and carriages, to and from the packets, at particular times of tide.
Mate	1	£1. 10*s.* per week.	Receives half steward's fees when occasionally placed in command of a packet, owing to the regular commander being absent, from sickness or upon leave.	Acts as second in command on board the "Richmond," and takes entire charge of her in the absence of the master, &c.
Carpenter	1	£1. 2*s.* 6*d.* per week.	None	Acts as ship-carpenter on board the "Richmond" tender, &c.
Seamen	5	£1 per week, each.	None	Act as seamen on board tender, and man boats in the river for boarding vessels to collect ship-letters, and to convey mails, &c., from or to the packets, at particular times of tide, &c.
Ordinary Seaman.	1	15*s.* per week.	None	Same as seamen on board tender, except taking the helm or heaving the lead.
Engineer	1	£2. 5*s.* per week.	None	Works the tender's engines, keeps the same in order, &c.
Firemen	2	18*s.* per week, each.	None	To light and keep up fires in the tender, clean engines and boiler, &c.
Booking Clerk in Dublin.	1	£80 per annum.	None	To attend office daily and book the passengers.
Plyers	2	One at £1 per week, one at 15*s.* per week.	None	One attends office to take charge of luggage, answer questions, go messages, &c.; the other plies at the hotels for passengers, circulates advertisements, &c.
Storekeeper at Kingstown.	1	£1. 5*s.* per week.	None	Receives and issues coals to the Liverpool and Holyhead packets, attends daily and nightly their arrivals and departures, makes signals to them in the offing, assists passengers, carriages, horses, and luggage in landing or embarking, &c.

E. CHAPPELL, Agent.

No. 2.

Receipts and Expenditure of the Liverpool Station for Ten Years, ended 5th Jan. 1836.

No. 2.

AN ACCOUNT of the Receipts and Expenditure of the Liverpool Station for Ten Years, ended 5th January 1836.

	Receipts.			Expenditure.			Loss.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
Year ended 5th April 1827	6,515	16	6	19,575	1	9	13,059	5	3
From 5th April 1827 to 5th January 1828.	15,245	11	8	18,441	19	8	3,196	8	0
Year ended 5th January 1829	21,676	9	10	25,240	18	6	3,564	8	8
,, ,, 1830	20,698	19	3	32,994	6	7	12,295	7	4
,, ,, 1831	20,003	9	3	20,048	8	7	44	19	4
,, ,, 1832	21,364	19	6	32,517	17	0	11,152	17	6
,, ,, 1833	17,493	1	9	29,472	16	11	11,979	15	2
							Profit of		
,, ,, 1834	24,775	18	8	24,460	7	8	315	11	0
,, ,, 1835	24,862	19	6	25,867	1	2	1,004	1	8
,, ,, 1836	27,143	19	6	30,250	11	11½	3,106	12	5½
	199,781	5	5	258,869	9	9½	59,403	15	4½
Deduct profit of year ended 5th January 1834							315	11	0
Total loss . . .							59,088	4	4½

No. 3.

Prime Cost and Outfit of the Vessels employed on the Liverpool Station.

No. 3.

AN ACCOUNT of the Prime Cost and Outfit of the Vessels employed on the Liverpool Station.

	£.	*s.*	*d.*
Comet	17,370	0	8
Dolphin	20,511	19	4
Etna	16,297	16	10
Thetis	19,216	0	9
Richmond	4,407	15	3
	£77,803	12	10

No. 4.

No. 4.

Draught of Water Tonnage, Power, &c., of the Post-office Steam-Packets.

A RETURN showing the Draught of Water of each of the Post-office Steam-Packets when with their full Complement of Fuel and Passengers, their Tonnage, Power, Length, Breadth of Beam, and Depth; Size of Cylinder and Air Pump, Length of Stroke of each; Surface of the Boiler exposed to the Fire; Cubic Contents of the Boiler; Pressure on the Safety Valves when at full work, and if above Low Pressure, stating the authority under which the Valves were loaded; Alterations made in the Slides in consequence of using more highly elastic Steam; Diameter of the Wheels; Number of Floats and Size; Inclination of Paddle-Arms to the centre of the Shaft; greatest Number of Revolutions of the Wheel when loaded; proportion of the Wheel immersed when loaded.

QUERIES Respecting Post-office Packets, Liverpool.	REPLIES OF COMMANDERS.			
	Etna.	Comet.	Dolphin.	Thetis.
1. Draught of Water, with full Complement of Fuel and Passengers.	11 feet 1 inch.	11 ft. forward. 11 ft. 2 ins. aft.	10 feet 1 inch forward. 10 feet 7 inches aft.	9 feet 9 in. forward. 10 feet 6 inches aft.
2. Tonnage.	301 tons.	300 tons.	328 $\frac{29}{94}$ tons.	350 tons.
3. Power.	152 horses.	160 horses.	166 horses.	160 horses.
4. Length.	126 feet 8 inches.	125 feet.	Between perpendiculars 137 feet, on deck 145 feet.	145 feet 7 inches.
5. Breadth of Beam.	22 feet 6 inches.	22 feet 6 inches.	22 feet 8 inches; over all 42 feet 2 inches.	22 feet 7 inches.
6. Depth.	14 feet 5 inches.	14 feet.	14 feet 9 inches.	14 feet 6 inches.
7. Size of Cylinder.	48 inches.	48 inches.	48 $\frac{1}{2}$ inches.	48 $\frac{1}{2}$ inches.
8. Size of Air Pump.	27 inches.	28 $\frac{1}{2}$ inches.	26 $\frac{5}{16}$ inches.	25 inches.
9. Length of Stroke of each.	Cylinder 51 inches. Air pump 29 $\frac{1}{2}$ in.	Cylinder 54 in. Air pump 2 feet 3 inches.	Cylinder 4 feet 6 inches. Air pump 2 feet 3 in.	Cylinder 4 feet 6 in. Air pump 2 ft. 3 in.
10. Surface of Boiler exposed to the Fire.	2,296 feet.	2,336 feet.	2,169 feet.	2,127 feet 6 inches superficial measure.
11. Cubic contents of the Boiler.	2,482 feet.	3,187 feet.	2,842 cubic feet.	3,037 feet.
12. Pressure on Safety Valves when at full work.	6lbs. to square inch.	5 lbs.	Rather less than 5 lbs. on the square inch.	4 $\frac{9}{16}$ lbs., or nearly 5 lbs.
13. If above Low Pressure, the authority under which the Valves were loaded.	Not above low pressure.	Not above low pressure.	Increased from 3 $\frac{4}{16}$ lbs. by order of Mr. Richardson, then agent, in consequence of trials on other steamers.	Not above low pressure.
14. Alterations made in Slides in consequence of using more highly elastic Steam.	No alteration since boilers were put on board; but the valves were then overlapped $\frac{3}{4}$ of an inch.	None.	Half an inch of brass added to steam slide, so as to shut off steam sooner.	None.
15. Diameter of the Wheels.	18 feet 9 inches.	18 feet.	18 feet 10 inches.	19 feet 6 inches to outer edge of float.
16. Number of Floats.	16.	16.	16.	16 in each wheel.
17. Size of the Floats.	7 feet 10 inches by 24 inches.	8 feet by 21 in.	8 feet 4 inches long, 2 feet broad, 2 $\frac{1}{2}$ inches thick.	8 feet long by 21 inches.
18. Inclination of Paddle-Arms to centre of the Shaft.	6 inches from inner to outer end.	3 inches.	Angled 6 inches.	3 inches.
19. Greatest number of Revolutions of the Wheel when loaded.	23 $\frac{1}{2}$.	23.	24.	Nearly 23.
20. Proportion of Wheel immersed when loaded.	2 feet 6 inches.	2 feet 7 inches.	About $\frac{1}{4}$th of its diameter. Top edge of float 8 inches below surface of water.	2 feet 3 inches.

E. CHAPPELL, Agent.

No. 5.

Number of the City of Dublin Company's Proprietors conveyed free from Charge between Liverpool and Kingstown.

No. 5.

A RETURN of the Number of Persons who have been conveyed between Liverpool and Kingstown by the Post-office Packets free of Charge, as Proprietors of the City of Dublin Company, from the Commencement to the 31st October 1835, showing each Year separately.

From 7th January	1827	to 31st December	1827	. . .	738
,, ,,	1828	,,	1828	. . .	961
,, ,,	1829	,,	1829	. . .	964
,, ,,	1830	,,	1830	. . .	1,287
,, ,,	1831	,,	1831	. . .	1,399
,, ,,	1832	,,	1832	. . .	1,225
,, ,,	1833	,,	1833	. . .	1,278
,, ,,	1834	,,	1834	. . .	1,673
,, ,,	1835	to 31st October	1835	. . .	1,788
			Total	. . . . .	11,313

E. CHAPPELL, Agent.

No. 6.

Number of Passengers, &c., conveyed between Liverpool and Kingstown in each of the last Four Years.

No. 6.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed by His Majesty's Steam-Packets between Liverpool and Kingstown in each of the last Four Years.

Year.	Passengers.	Carriages.	Horses.	Dogs.	Extra Luggage.	Parcels.	Bullion or Specie.
1832	6,701	125	63	40	1 ton 4 cwt.	Nil.	Nil.
1833	9,292	222	141	40	2 tons 16 cwt.	Nil.	£135,000.
1834	12,425	219	137	77	9 tons 13 cwt.	Nil.	£20,000.
1835	14,040	247	136	75	3 tons 2 cwt.	Nil.	Nil.

24th March 1836.

E. CHAPPELL, Agent.

No. 7.

Table of Fares of the Post-office Packets on the Liverpool Station.

No. 7.

A TABLE of the Fares now charged for the Conveyance of Passengers, Horses, Carriages, &c., by the Post-office Packets on the Liverpool Station.

		£.	*s.*	*d.*
Cabin Passengers	Each	1	1	0
Children of ditto, between one and ten years of age	,,	0	10	6
Servants	,,	0	10	6
Soldiers on furlough and their Wives . . .	,,	0	5	0
Common Sailors and their Wives	,,	0	5	0
Horses	,,	1	10	0
Carriages, four wheels	,,	2	10	0
Ditto, two wheels	,,	1	5	0
Dogs	,,	0	2	6
Extra Luggage, each cwt.	,,	0	1	0
Bullion or Specie, each £1,000	,,	1	5	0

24th March 1836.

E. CHAPPELL, Agent.

No. 8.

Statement of Repairs executed, &c., on account of the Liverpool Station at Holyhead, London, &c., during the Five Years to 5th Jan. 1836.

No. 8.

SEPARATE STATEMENT of Repairs executed and Value of supplied, or any other Payments made on account of the Liverpool Station at Holyhead, London, or any other Place, during the Five Years to 5th January 1836.

Years.	£.	*s.*	*d.*	
1831	40	0	0	Paid in London to Lieutenant Hutchinson, harbour-master at Kingstown, for services rendered to the packets.
1832	38	15	8	Ditto, expenses attending the outfit of Comet and Dolphin.
1833	Nil.			
1834	1,357	16	3	Ditto, refit of Thetis at Holyhead.
,,	1,395	8	6	Value of stores supplied to Thetis at Holyhead. Boilers nearly renewed, and engines taken down, repaired, and rebuilt.
,,	1,069	13	5	New boilers for Etna } Supplied at Holyhead.
,,	509	0	0	Stores for ditto }
,,	239	13	2	Artificers' wages and tradesmen's bills for refit of Etna, paid in London.
,,	4,300	0	0	Cost of the "Richmond" steam tender, paid in London.
1835	Nil.			

General Post-office,
25th January 1836.

F. FREELING,
Secretary.

No. 9.

No. 9.
Statement of Captain Chappell, Feb. 3, 1836.

Captain *Edward Chappell*, Agent at Liverpool,

Liverpool, February 3d, 1836.

Was appointed agent in August last, on Mr. Richardson's resignation.

Captain Chappell cannot speak with certainty as to the manner in which Mr. Richardson conducted the establishment.

Mr. Richardson has, since Captain Chappell's appointment, removed the account books in which both the public and private transactions of Mr. Richardson were entered, and Captain Chappell has not been able to get them from him.

On Captain Chappell's appointment he had no code of instructions supplied to him, as he would have received had he been appointed to a similar station under the Admiralty.

Neither the commanders nor any of the officers of the Post-office packets give receipts for stores supplied to their vessels. There are no books kept on board the Post-office packets, specifying the quantity of stores on board, with the exception of full inventories of the cabin equipments, which are in the charge of the captain, and he is made responsible for any deficiency.

Officers of Post-office packets are not made responsible, as in the navy, for the ship's stores, and should any deficiency be discovered, they are not made to pay for it: but as there are no surveys of remains taken on board the packets, there never has been any material deficiency discovered.

There are four packets under Captain Chappell, besides the "Richmond" tender, viz:—

The "Dolphin"	Smithett.
"Etna"	Emerson.
"Comet"	Phillips.
"Thetis"	Townley.

The pay of the captains of the four packets is £400 per annum, and an allowance of 2*s.* upon each adult, and 1*s.* upon each child or servant.

The mates are paid £1. 10*s.* a-week, and an allowance of 2 lbs. of beef, and 1 lb. of bread per diem.

The engineers are paid by a graduated scale, according to length of service, varying from £2. 15*s.* a-week to £3. 3*s.*

The firemen are paid £1. 1*s.* a-week, without provision; the crew are paid 19*s.* a-week: and ordinary 14*s.* with an allowance of provisions similar to the mates.

The coal is supplied, by contract, on board the packets at 9*s.* per ton. The provisions are also obtained by contract. The other stores are purchased by Captain Chappell, in the most advantageous manner.

The "Richmond" tender has a complement of one captain, one engineer, two firemen, four able, one ordinary, one mate, and one carpenter.

Captain	£2	0	0	a-week.
Mate	1	10	0	„
Able	1	0	0	„
Ordinary	0	15	0	„
Carpenter	1	2	6	„
Engineer	2	5	0	„
Firemen	0	18	0	„

The packets on the Liverpool station have a branch pipe attached to the force pump. In the "Comet" and "Dolphin" this pump is attached to and worked by the engine. They have also fire buckets on board in the event of fire.

All the packets on the Liverpool station work with steam on the expansive principle.

Captain Chappell is at present establishing a new store book on board the packets showing the quantity of stores supplied to them.

(Signed) E. Chappell.

I have read over that part of Captain Chappell's statement relative to the stores, and perfectly agree with him.

(Signed) John Emerson, Commander.

No. 10.

No. 10.
Statement of Captain Emerson, October 22, 1835.

Captain *John Emerson*, of the "Etna" steamer on the Liverpool station,

Dublin, October 22d, 1835.

Is master in the royal navy. Has been ten years and a half in command of the "Etna" on the Liverpool station. The "Etna" is 300 tons burthen, and formerly had two engines of 70-horse power each. In the month of December 1832, the cylinders were increased from 40 to 48 inches in diameter, increasing the power of each engine from 70 to 76-horse power.

The boilers of the "Etna" have never been increased, as the former ones produced steam sufficient to meet the increased size of the cylinders, and therefore increasing the power did not increase the consumption of coal, but, on the contrary, diminished it very considerably by enabling the "Etna" to perform the voyage in a shorter period. This saving of coal Captain Emerson estimates at seven tons the voyage to and from Liverpool and Dublin, as he formerly took in 35 tons, but latterly only 28 tons to perform the same work.

No. 10.

Statement of Captain Emerson, October 22, 1835.

Captain Emerson also states that part of this saving of fuel is to be attributed to an improvement in the construction of the boilers without increasing their size, but even diminishing it. He has never ascertained the exact weight of coal consumed.

No. 11.

Statement of Captain Townley, 12th Nov. 1835.

No. 11.

Captain *Townley*, "Thetis," Liverpool Packet.

Kingstown, Nov. 12th, 1835.

The packets on the Liverpool station when sent to Holyhead for repairs are obliged to lay aground at low water, which occasions a great strain upon the vessel, and the boilers can never be put in with that accuracy which they would if the vessels had water sufficient to keep them afloat. At Liverpool, steamers have every facility for getting their repairs executed,—having a dry dock of sufficient capacity to admit a steamer of 50 feet breadth. There are also the best description of wet docks, which enable them to lie afloat, and have their engines adjusted with a degree of precision which is of essential importance to steamers, but can never be attained when the packets are allowed to ground at low water. In April last the "Thetis" was obliged to have her boilers and engines put in at Liverpool, they having been taken out in consequence of a fire which occurred on board the vessel. Engineers from Bolton and Watts' manufactory were employed. When they commenced putting in the engines, the "Thetis" was stationed at Mr. Laird's establishment on the Cheshire coast, where there happened not to be sufficient depth of water to keep the vessel afloat at ebb tide. She consequently grounded in the mud, and the engineers declined setting the engines, as they said they could not possibly work with any degree of accuracy, unless the vessel was kept afloat while they were at work. The "Thetis" was in consequence of this removed to the wet dock at Liverpool before her engines were put in.

The "Thetis" was repaired at Liverpool, from her being in so disabled a state that she could not be taken to Holyhead. The repairs she received were very extensive. The boilers were taken out and overhauled, new cylinders and slide valves put, the shafts raised, and the diameter of the wheels increased; at the same time the vessel was lengthened 15 feet. As many as 200 men were at work at the same time, and the repairs were conducted with great expedition, and in the most satisfactory manner. The Liverpool packets leave Kingstown harbour at half-past five, Dublin time. The first delivery in Liverpool is not before half-past nine, A. M. The Manchester mail leaves at 10 by the railway train.

With the class of vessels now upon the Liverpool station, Captain Townley feels assured that they might start from Kingstown an hour later than they do at present, without running any risk of being too late for the Manchester mail. The average passage from Kingstown to Liverpool is 13 hours, and 15 hours would be sufficient time to enable them to convey the mails with certainty. The average passage from Liverpool to Kingstown is about an hour longer than from Kingstown to Liverpool.

No. 12.

Statement of Captain Smithett.

No. 12.

Captain *William Smithett*, Commander of the "Dolphin,"

Entered the Post-office service in 1812, in the "Lord Duncan" commanded by Captain Hamilton. Was transferred to the Dovor station in 1814, and was appointed to the "Dolphin" steamer in 1821. Captain Smithett considers the emoluments he receives beyond his pay of £400 a-year merely as compensation for the expense the commanders are put to in keeping up cabin furniture, and payment of stewards' wages, &c. These emoluments were allowed by a private agreement with Mr. Freeling, and Captain Smithett does not consider that they would be entitled to compensation if the emoluments were withdrawn.

(Signed) WILLIAM SMITHETT.

No. 13.

Statement of Mr. John White.

No. 13.

John White, Storekeeper.

Liverpool.

On Captain Chappell's appointment as agent at Liverpool, White became storekeeper, having been formerly a plyer. There were two plyers employed for the purpose of waiting for the arrival of the different coaches, and to solicit the passengers to go by the mail-boats in preference to the private vessels. In the last 12 months White has been principally employed by the late agent, Mr. Richardson, on his own private business. Mr. Richardson had considerable business as a shipping agent, and at one time had two steamers of his own. All Mr. Richardson's private and public accounts were kept in the same office, and great part of the Post-office accounts were mixed up in the same books with his own private transactions. White received no emoluments from Mr. Richardson, although employed on his private business, but was paid entirely by the Post-office.

Since Captain Chappell's appointment, the manner of keeping the store accounts and superintending the receipts and deliveries has been entirely changed. No stores can now be delivered out excepting in presence of the storekeeper, on a demand being presented to him after

it has been approved of and signed by the agent. Formerly stores were delivered out by either of the plyers, by the storekeeper, the agent, Mr. Richardson, or his son.

The stores are now entirely in the charge of White, and he is held responsible by the agent for them.

(Signed) JOHN WHITE.

No. 13.

Statement of Mr. John White.

No. 14.

No. 14.

Statement of Captains Emerson and Philipps, 14th Jan. 1836.

Captain *Emerson*, Commander of H. M. P. "Etna," and Captain *Philipps*, Commander of H. M. P. "Comet."

Liverpool, 14*th January* 1836.

The commanders on the Liverpool station receive, in accordance with a private agreement entered into with Mr. Freeling, an allowance for each passenger they carry. This allowance was originally 2*s.* 6*d.* but was reduced about two years ago to 2*s.*

At one time, when the opposition on this station was great, Mr. Freeling would not allow them to have any deductions for the stewards and other contingencies from the passage-money paid in the office, but left it to the stewards to collect it as they best could from the passengers. The commanders, however, were then held responsible, as they are now, for keeping up the cabin furniture and paying all the wages of the stewards, &c., which amounted to a considerable sum.

The returns of the passage-money received will show the gross amount the captains derived from the passengers, and they can give, if necessary, the amount they paid in wages; but the other outgoings for washing, crockery, &c., they have never kept any regular account of.

These emoluments have been very variable, and sometimes the commanders have been subject to loss, and frequently, when a vessel is under repair for any time, they barely cover the expenses of the year. The commanders have always considered these emoluments as entirely a matter of private agreement with Mr. Freeling, and he has exercised his discretion in putting them upon any footing he thought proper. They were given merely as a compensation for the responsibility and expense the commanders have been put to, and if they were entirely taken away they do not consider that they would have any claim for remuneration. The commanders have never supposed that the receipt of these emoluments could affect their claim to half pay, nor would they have agreed to take them had it been so.

The allowances the commanders receive were, at their particular request and with Mr. Freeling's sanction, collected by the agent at the office, or charged with the fares when received on board.

(Signed) JOHN EMERSON, Commander H. M. P. "Etna."
JOHN P. PHILIPPS, H. M. P. "Comet."

The "Etna" and "Comet" are not so fast as the two other packets on this station, in consequence of being shorter and having less power and greater draught of water. Some of the Scotch boats beat these two packets.

Captain Philipps and Captain Emerson are decidedly of opinion that unless these two vessels are replaced by others of a superior class, the Post-office revenue must suffer greatly by any private company placing packets on the line, which they have reason to expect is now contemplated. The average passage of the "Etna" and "Comet" is 14 hours 20 minutes. With superior vessels the passage would not average 12 hours.

(Signed) JOHN EMERSON, Commander H. M. P. "Etna."
JOHN P. PHILIPPS, Commander H. M. P. "Comet."

No. 15.

No. 15.

Statement of Messrs. Stewart and Dorrington, 13th Jan. 1836.

Wm. Stewart, Steward of the "Dolphin," and *Wm. Abdy Dorrington*, Steward of the "Thetis."

Liverpool, January 13*th*, 1836.

The steward is appointed by the commander. He has an under-steward, female-steward, and cabin boy to assist him; they are all paid their salaries by the commanders. The steward receives £40 a-year, the under-steward £26 a-year, the stewardess £26, and the boy £13. The steward derives some emoluments from provisions supplied to the passengers on board. These emoluments are very uncertain, and there are considerable deductions from them, as the steward is obliged by the commanders to keep up the stock of crockery, plate, glass, linen, &c. They also pay for the washing of the linen.

The steward receives and delivers the mail and collects and keeps an account of the passage-money, for which he is held accountable by the commanders.

(Signed) WILLIAM STEWART.
W. A. DORRINGTON.

No. 16.

No. 16.

Mr. G. H. Freeling's Arrangement with the City of Dublin Company.

General Post-office, 12*th December* 1835.

SIR,—I have the honour to enclose, for the information of the Commissioners of Post-office Inquiry, a statement showing the particulars of the arrangement with the City of Dublin

No. 16.

Mr. G. H. Freeling's Arrangement with the City of Dublin Company.

Steam Company, under which the shareholders of that Company are conveyed by His Majesty's packets, free of charge.

I beg to add that I am not aware the Post-office has any reason to complain of the proceedings of the Company under this arrangement.

I have the honour to be, Sir,

Your obedient humble servant,

J. R. Gardiner, Esq. G. H. FREELING.

There was not any precise agreement between the Post-office and the City of Dublin Company, but an arrangement or understanding was approved by the Postmaster-General in 1826, with the view of preventing hostile competition between a public establishment and private individuals, and of defining the objects of each.

The Company were not to lay themselves out for cabin-passengers, but to consider their principal business to consist in the conveyance of merchandize, cattle, and deck-passengers. The Post-office was to confine itself to the mails and cabin-passengers.

The Company could not undertake to destroy the whole of the cabin accommodation, because their vessels were occasionally sent to other ports than Dublin; they did, however, dismantle the cabins of several.

One difficulty presented itself, occasioned by the right possessed by the shareholders in the Company to free passages by their own vessels, to obviate which the Postmaster-General consented to grant free passages by the packets, on the production of the necessary vouchers that the parties were *bonâ fide* shareholders.

The Postmaster-General adopted this course without hesitation, because it could not be any possible loss to the Revenue, as the parties would not go by the packets and pay their passage-money when they could pass free by the Company's vessels; that the concession being *personal*, the Revenue would derive the advantage of the friends and families of the shareholders, who would pay, and who would otherwise have gone also by the private vessels.

That it prevented injurious competition without any expense whatever to the Revenue, and that the Postmaster-General was desirous so to shape his arrangements as to render them as little injurious as possible to private trade, consistently with a due regard for the accommodation of the public and the interests of the Revenue; and, lastly, because it ensured a good feeling and the co-operation of this Company, in case of emergency, for the advantage of the public service,—the Company having expressed their willingness to supply a vessel for the conveyance of the mail when no packet was in readiness, at the nominal sum of £5.

No. 17.

Letter from C. W. Williams, Esq. to J. R. Gardiner, Esq., 12th Jan. 1836.

No. 17.

City of Dublin Steam-Packet Company.

Liverpool, 12th January 1836.

SIR,—I have the honour to receive your letter of this date, requesting to know, for the information of the Commissioners of Post-office Inquiry, whether, "in case the Government should think it advisable to have the mails conveyed between Liverpool and Dublin *by contract*, this Company would be disposed to contract for the service." As your letter makes other inquiries with reference to the same point, I beg generally to answer that, if Government desire to make the change to which you refer, this Company will be willing to undertake the service, and the more so, as, having heard it stated that such has been the desire of the Commissioners of Post-office Inquiry and of Government, and that other private companies had made tenders for the same, this Company had already deemed it necessary to direct additional vessels, adequate to the mail service, to be built, for the purpose of placing them in a position equally favourable with any other steam-packet company, for the conveyance of passengers, which might be disposed to make a tender for the mail service.

As to the mails being carried with equal certainty and dispatch, there can be no doubt that, if equally efficient vessels and commanders be placed under the orders of the Post-office agents, the service would be performed with equal satisfaction to the public and the Post-office.

Hitherto, certainly, this Company were not in a position, without great inconvenience to their ordinary business, to place a sufficiency of competent vessels at the service of the Post-office; that impediment is, however, in course of removal by the construction of six additional steam-vessels, two of 200-horse power each, and four of 250-horse power each, now building; two of which latter are to be more peculiarly appropriated for the conveyance of passengers; and this in addition to the Company's fleet of 12 sea-going vessels, more than one-half of which are adequate to the conveyance of the mail, when going without cargo and in packet trim.

This Company are therefore in a better position for securing a certain and expeditious conveyance of the mail between Liverpool and Dublin than any other in existence, from the greater number of first-class steam-vessels which they now have on the station.

As to the inquiry whether this Company would be disposed to purchase any of the four packets at present employed, I have no doubt they would be willing to purchase, on the terms of a valuation by competent persons, the two which are considered best adapted to this particular service, the "Dolphin" and the "Thetis;" and I should recommend it as an advisable measure, so that as little change as possible should be made in the vessels actually performing the service, and with the view of preventing any feeling of apprehension in the public mind.

No. 17.

Letter from C.W. Williams, Esq. to J. R. Gardiner, Esq., 12th Jan. 1836.

With respect to your inquiry as to the *class of vessels* this Company would employ on the service, I need only observe that they shall be of the first class in power and efficiency, and such as shall be approved of by the Government.

It is only necessary to add that this Company would undertake to place daily at Liverpool and at Dublin (Kingstown), and at whatever hour the Post-office agent should determine, a competent and approved vessel, under his orders, to take the mail on board and proceed to sea when desired.

As to the vessels carrying the mails being under the command of naval officers, there can be no difficulty on that head, the appointment of such commanders being necessarily left to this Company.

With reference to the terms or fares on which passengers could be conveyed, and to avoid any idea of monopoly or abuse, this Company will have no objection to submit the rates for cabin passengers to the approbation of the Lords of the Treasury, or the Post-office, with the stipulation that they should not be required to *exceed* a fixed sum, it being the interest of this Company that the rates should be on the lowest remunerative scale to prevent any complaint on the part of the public. I should even now suggest, as the probable maximum rate, 12*s.* 6*d.*, which is less than one-half the Post-office rate, when the mail packets were first adopted.

In reply to another inquiry of yours, if the vessels would be exclusively devoted to the carriage of the mails and passengers, I say they should, decidedly, considering that as a *sine quâ non* for many reasons which may not now be stated, conceiving that the carriage of merchandize, or their being applied to the purposes of trade and cargoes, is wholly incompatible while engaged in the service of carrying the mails. I would observe, however, that the carriage of horses and carriages is considered as part of the passengers' service.

As to any minor regulation which the General Post-office might consider necessary, there can be no objection to the adoption of such.

Having replied to your several inquiries, I beg to add that this Company would be willing to conform to such regulations as the Lords of the Treasury should require for the conveyance of *detachments* of regiments, and, as I believe, now are adopted by the present mail-packets: this Company, however, not considering themselves bound to carry *regiments*, that being a distinct service, and for which, I believe, some contract is still existing with the War-office.

I may here observe, this Company would be willing to carry the mail-bags to and from *Belfast* and *Liverpool*, and by which a considerable increase of revenue would arise to the Post-office.

Again: any additional vessels that might be required for *expresses* or other service (besides the one daily packet on each side the Channel) should be considered as a separate affair, and to be paid for as might be agreed on.

Finally: On the subject of remuneration for the above-named services, I am disposed to submit that question, on the part of the Company, to the decision of the Lords of the Treasury, taking the liberty to say that, in my opinion, this Company is fairly entitled to priority in the favourable consideration of their Lordships, from the circumstance of their having been sufferers to a great extent by the introduction of Government vessels, and which I can prove reduced the amount of receipts, from *cabin passengers alone*, in 1826, from £12,000 to £2,000 a-year.

I may also be permitted to add that, since 1826, this Company have, by the ceasing to oppose the Government packets, added to the Post-office revenue at least £10,000 a-year, and which has been thus secured by the continuance of that friendly co-operation and mutual good understanding which has prevailed for so many years.

I have the honour to be, &c.

James R. Gardiner, Esq. CHARLES W. WILLIAMS.

No. 18.

No. 18.

Letter from C.W. Williams, Esq. to J. R. Gardiner, Esq., 13th Jan. 1836.

City of Dublin Steam-Packet Company,
Office 27, Water-street, Liverpool, 13th Jan. 1836.

SIR,—With the view of furthering the objects of Government and the Commissioners of Post-office Inquiry, and to enable them to appreciate the amount of saving which would follow a change of system, I would propose, for the purpose of avoiding the great expenditure on the present Mail-packet Establishment, (which so far exceeds its receipts, and the object being to save the expense of maintaining that establishment in Liverpool,) that this Company would undertake to work the present Post-office vessels, and perform the identical service now performed by them, and in an equally efficient manner, without any expense whatever to the Post-office beyond that of their agents in Liverpool and Dublin.

As, however, two of the present mailpackets are of inferior power and efficiency, and it would be necessary to supply their places with others, so as to be equal to any rival vessels that might be brought on the station, this Company would undertake the mail-service with two only of the packets now in use, (the "Dolphin" and "Thetis,") supplying from their own fleet as many additional vessels as the service would require.

I would observe that this Company would not make themselves accountable for the casualties of the seas, for the mailpackets, or anything beyond the maintaining them in an efficient state, under the ordinary wear and tear of the service.

The advantages to the Post-office by the proposed plan would be—

1st, That they would have the service continued in the same satisfactory manner as at present, and without any expense.

2d, They would thus save the entire cost of maintaining any steam-vessels for the Liverpool

No. 18.

Letter from C.W. Williams, Esq. to J. R. Gardiner, Esq., 13th Jan, 1836.

service, and prevent the recurrence of that loss which is now experienced on the station, and also the necessity of building additional and more powerful vessels to meet the increased power and speed to which steam-vessels are approaching.

3d. They would have two of their present vessels at once at liberty, to apply to other or shorter stations, and for which they would be fully adequate.

With respect to the other objects of your inquiry I beg to refer to my letter of yesterday, and am,

Sir, your obedient servant,

James Gardiner, Esq. (Signed) CHAS. W. WILLIAMS.

No. 19.

Letter from C.W. Williams, Esq. to J. R. Gardiner, Esq., 14th Jan. 1836.

No. 19.

Liverpool, 14th Jan. 1836.

SIR,—Lest there should be any misapprehension as to the agreement between the Post-office and the City of Dublin Companies, I beg leave to state, in addition to my former communication, that, with respect to the conveyance of passengers and the rate of passage-money, it was agreed the fares should be the same by the mail-packets and those of the Dublin Company, except in the event of opposition from other quarters, in which case each establishment should be at liberty to act on its own judgment, and with the view to their respective interests. Since the period of that agreement the fares of the mail-packets have been reduced from £1. 7*s.* 6*d.* to £1. 1*s.* Other parties have, in fact, introduced steam vessels on that station, and for the avowed purpose too of compelling the Dublin Company, by means of a vexatious opposition, to buy them off. During the continuance of that opposition the Dublin Company have been obliged, necessarily, to reduce their fares to the level of their charges, and which were capriciously varied from day to day. Under those circumstances of annoyance not only cabin, but deck fares were lowered, the latter from 5*s.* to 2*s.* 6*d.*, and at that rate they now remain.

I am, Sir, your obedient servant,

James R. Gardiner, Esq. CHAS. W. WILLIAMS.

No. 20.

Letter from Captain Chappell to J.R. Gardiner, Esq., 15th Feb. 1836.

No. 20.

Liverpool, 15th Feb. 1836.

SIR,—In reply to your letter of the 12th inst., I have to report that, on superseding Mr. Richardson, as agent of packets at Liverpool, he delivered to me the following books:—20 volumes of duplicate daily returns and packet daily freight lists, apparently complete, from 29th August 1826 till 26th August 1835, being the whole period from the first establishment of packets at Liverpool till the day on which Mr. Richardson resigned the agency; 41 volumes of packet way-bills, apparently complete, from 29th August 1826 till 27th August 1835, as above; and 210 check-books of tickets issued to packet passengers.

All the books relate exclusively to the packet receipts; and I entertain no doubt that from them an accurate account could be obtained of the receipts made by each packet for any period since their commencement.

With respect to payments, Mr. Richardson delivered to me 11 packet disbursement-books, apparently complete, from the first establishment of the packets; 20 tradesmen's check-books for supplying packets with stores between said 29th August 1826 and 26th August 1835. Those for the "Thetis" are apparently complete; those for the "Etna" deficient from January 1832 to April 1833; those for the "Comet" deficient from June 1831 to June 1833; those for the "Dolphin" deficient from January 1829 to September 1830, and from July 1831 to April 1833. One volume of general receipts and disbursements from 20th November 1830 till 26th August 1835: this book, however, is incomplete, as it contains some entries of weekly wages paid to the packet crews, against which no amounts are affixed.

As relates to the disbursements, therefore, it may be said (to use a mercantile phrase, not however strictly applying to Post-office accounts,) that I am in possession of the day-books, but not of the ledger, of my predecessor's public transactions; and so soon as I discovered that he had not delivered to me the books containing copies of the quarterly accounts as transmitted to the Postmaster-General, (Mr. Richardson having absconded from Liverpool immediately after my arrival,) I applied to his son and former clerk, demanding such quarterly account-books. He showed me one of these books to prove that the public accounts were intermingled with his father's assurance business and private commercial concerns; but, as both were not entered on the same pages, Mr. Richardson, jun. promised to copy out the private affairs forthwith, and then to deliver the books over into my custody. Sufficient time having elapsed, (not knowing where to find the father,) I wrote to the son, again demanding that the books in question should be delivered up, but received for reply that he was not able to do so, having received orders from his father to forward to him all papers and books belonging to his affairs, which had been complied with. Accordingly, by the same day's post, I reported this circumstance officially to his Lordship the Postmaster-General.

All the books delivered by Mr. Richardson to me still remain in my possession.

I am, Sir, your obedient servant,

E. CHAPPELL, Agent for His Majesty's Packets.

APPENDIX (G.)—*Portpatrick.*

No. 1.

No. 1.
Number of Persons employed, Pay and Emoluments of each, &c., on the Portpatrick Station

A RETURN of the Number of Persons employed on the Portpatrick Station, the Amount of Pay and Emoluments of each, and a Description of the Duties which they perform.

No.	Names.	Quality.	Amount of Pay and Emoluments per Annum. £.	s.	d.	Description of the Duties performed by each Person.
1	John Little . . .	Agent and Harbour Master.	300	0	0	Superintending the regular conveyance of mails, keeping accounts of whole establishment, purchasing stores, &c., sending daily returns to London and Edinburgh, and attending vessels going out and coming in the harbour, &c.
2	Andrew Niven . .	Storekeeper.	30	0	0	Keeping store and coal-yard, receiving coals and stores, and issuing out the same as required.
3	John Wallace . .	Carpenter.	54	12	0	Keeping both packets and boats in repair, making oars, blocks, and every thing required by the packets as carpenter.
	FURY.					
4	William Henry . .	Commander.	250	0	0	Taking charge and command and navigating His Majesty's steam-packet "Fury" to and from Ireland with mails, uplifting passage money, and keeping journals, &c.
5	William Wallace .	Mate.	58	10	0	Charge under commander, assists in working and navigating packet, overhauls rigging, &c. &c.
6	Robert Campbell .	Steward.	34	2	6	Attending passengers, keeping cabins and cabin furniture, &c. in order, and assists navigating packet as a seaman.
7	Andrew M'William .	Engineer.	109	4	0	Working engines, repairing and keeping them clean and packing them, and sorting boilers.
8	William Begs . .	Fireman.	50	14	0	Firing the packet, and assisting engineer in cleaning engines and boilers, and packing engines.
9	John Cosh . . .	Seaman.	34	2	6	Assisting in navigating the packet, keeping her clean, sorting rigging, and performing the duties of a seaman.
10	James M'Culloch .	Do.	34	2	6	
11	George Smith . .	Do.	34	2	6	
12	Thomas Wallace .	Do.	34	2	6	
	SPITFIRE.					
13	Robert I. Fayrer. .	Commander.	250	0	0	Taking charge and command and navigating His Majesty's steam-packet "Spitfire" to and from Ireland with mails, uplifting passage money, and keeping journals, &c.
14	Alexander Kennedy.	Mate.	58	10	0	Charge under commander, assists in working and navigating packet, overhauls rigging, &c.
15	John Milmine . .	Steward.	34	2	6	Attending passengers, keeping cabins and cabin furniture, &c. in order, and assists navigating packet as a seaman.
16	Adam Davidson . .	Engineer.	109	4	0	Working engines, repairing and keeping them clean and packing them, and sorting boilers.
17	Barney Adair . .	Fireman.	50	14	0	Firing the packet, and assisting engineer in cleaning engines and boilers, and packing engines.
18	Charles M'William .	Seaman.	34	2	6	Assisting in navigating the packet, keeping her clean, sorting rigging, and performing the duties of a seaman.
19	James Cosh . . .	Do.	34	2	6	
20	John Milmine . .	Do.	34	2	6	
21	John M'Clymont .	Do.	34	2	6	
	BOATMEN, PORTPATRICK.					
22	Alexander M'Culloch	Boatman.	33	16	0	Assisting packets in and out of port, taking mail to and bringing it from the packets to the Post-office, &c.
23	James Edgar. . .	Do.	33	16	0	Filling coals for packets, assisting packets in and out of port, trimming coals in coal-yard, &c.
24	John Alexander . .	Do.	33	16	0	
25	John M'Kie . . .	Do.	33	16	0	
26	John Smith . . .	Do.	33	16	0	
	BOATMEN, DONAGHADEE.					
27	William M'Donald .	Boatman.	33	16	0	Assisting packets in and out of port, taking mail to and bringing it from the packets to the Post-office, &c.
28	John Thomson . .	Do.	33	16	0	Filling coals for packets, assisting packets in and out of port, trimming coals in coal-yard, &c.
29	William Thomson .	Do.	33	16	0	
30	John Melvine . .	Do.	33	16	0	
31	James Nielson . .	Do.	33	16	0	
32	Hugh Alexander .	Do.	33	16	0	
33	James Milmine . .	Do.	33	16	0	
34	Robert Wilson . .	Surgeon.	5	5	0	Attending any of the above persons (excepting the Donaghadee boatmen) in the event of any accident happening to them while on duty.

Agent's Office, Portpatrick,
14th March 1836.

JOHN LITTLE, Agent.

No. 2.

AN ACCOUNT of the Receipts and Expenditure of the Portpatrick Station for Four Years, ended 5th January 1836.

Years.	Receipts.			Expenditure.			Loss.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
1832	1,695	9	0	3,799	0	6½	2,103	11	6½
1833	1,539	4	9	3,859	17	8½	2,320	12	11½
1834	1,759	18	6	4,078	1	1	2,318	2	7
1835	1,510	15	9	3,825	3	2	2,314	7	5
	6,505	8	0	15,562	2	6	9,056	14	6

No. 3.

AN ACCOUNT of the Prime Cost and Outfit of the Vessels on the Portpatrick Station, and of the Amount paid for Repairs thereof during the last Four Years.

PRIME COST AND OUTFIT.

	£.	s.	d.
Fury	6,305	14	3
Spitfire	6,343	3	8
	£12,648	17	11

REPAIRS.

		£.	s.	d.
1832	Fury	110	7	1
	Spitfire	415	18	11
1833	Fury	485	13	7
	Spitfire	27	13	2
1834	Fury	398	0	0
	Spitfire	343	15	6
1835	Fury	117	9	7
	Spitfire	209	19	10
		£2,108	17	8

No. 4.

A RETURN showing the Draught of Water of each of the Post-office Steam-Packets, when with their full Complement of Fuel and Passengers; their Tonnage, Power, Length, Breadth of Beam, and Depth; Size of Cylinder and Air Pump; Length of Stroke of each; Surface of the Boiler exposed to the Fire; Cubic Contents of the Boiler; Pressure on the Safety Valves when at full Work; and if above Low Pressure, stating the Authorities under which the Valves were loaded; Alterations made in the Slides in consequence of using more highly elastic Steam; Diameter of the Wheels; Number of Floats and Size; Inclination of the Paddle Arms to the Centre of the Shaft; greatest Number of Revolutions of the Wheel when loaded; Proportion of the Wheel immersed when loaded.

Packets' Names.	Draught of Water when with their full complement of Fuel and Passengers.	Tonnage.	Power.	Length.	Breadth of Beam and Depth.	Size of Cylinder and Air Pump.	Length of Stroke of Cylinder and Air Pump.	Surface of the Boiler exposed to the Fire.	Cubic Contents of the Boiler.	Pressure of the Safety Valves when at full Work, and if above Low Pressure; stating the Authority under which the Valves were loaded.	Alterations made in the Slides in consequence of using more elastic Steam.	Diameter of the Wheels.	Number of Floats and Size.	Inclination of the Paddle Arms to the Centre of the Shaft.	Greatest Number of Revolutions of the Wheel when loaded.	Proportion of the Wheel immersed when loaded.
Fury	6 ft. 2 in.	106	50 horse.	Aloft, 94 ft. 8 in. On deck, 89 ft. 2 in. Keel, 77 ft. 8 in.	Breadth, extreme, 30 ft. 10 in. Inside of the paddle boxes, 15 ft. 3 in. Depth, 8 ft. 11 in.	Cylinder, 2 ft. 6¼ in. diameter. Air Pump, 1 ft. 2 in. diameter.	Cylinder, 2 ft. 6 in. Air Pump, 1 ft. 3 in.	854 ft. 6 in.	When furnaces and flues are deducted 530 ft.	4 lbs. 13 oz. per square inch, not above low pressure. Valves loaded at Holyhead when furnished with new boilers.		11 ft. each.	10 on each wheel. Length, 5 ft. 6 in. Breadth, 1 ft. 6 in.		36 per minute.	1 ft. 6 in.
Spitfire	6 ft. 2 in.	106	50 horse.	Aloft 93 ft. 6 in. On deck, 89 ft. Keel, 77 ft.	Breadth, extreme, 29 ft. 6 in. Inside of the paddle boxes, 15 ft. 2 in. Depth, 8 ft. 10½ in.	Cylinder, 2 ft. 6 in. diameter. Air Pump, 1 ft. 2½ in. diameter.	Cylinder, 2 ft. 6 in. Air Pump, 1 ft. 3 in.	899 ft. 4 in.	When furnaces and flues are deducted 506 ft.	6 lbs. per square inch, not above low pressure. Valves loaded at Holyhead when furnished with new boilers.		11 ft. each.	10 on each wheel. Length, 5 ft. 9 in. Breadth, 1 ft. 6 in.		36 per minute.	1 ft. 10 in.

Agent's Office, 23d December 1835.

JOHN LITTLE.

No. 5.

No. 5.

Number of Passengers, &c., conveyed between Portpatrick and Donaghadee in each of the last Four Years.

A RETURN of the Number of Passengers, Horses, Carriages, &c., conveyed between Portpatrick and Donaghadee, in each of the last Four Years.

Years.	Passengers.	Horses.	Carriages.	Parcels.	Dogs.	Asses.	Cows and Stirks.	Sheep and Lambs.	Slaughtered Swine.
1832	10,380	250	53	1,380	72	130	155	..	..
1833	8,955½	246	70	998	58	138	147	145	6
1834	14,718	243	79	769	137	185	192	59	17
1835	9,255	205	39	1,135	88	171	115	89	132

Agent's Office, Portpatrick,
14th March 1836.

JOHN LITTLE,
Agent.

N.B. Taken from the Duplicate of Daily Accounts given in by the Commanders of the Packets.

No. 6.

No. 6.

Rates of Passages by His Majesty's Packets to and from Donaghadee and Portpatrick.

RATES of Passages by His Majesty's Post-office Packets to and from Donaghadee and Portpatrick.

All Cabin Passengers, including female servants	0	8	0
Children under 10 years of age	0	4	0
Servants and Cattle Drovers	0	5	0
Harvest-men and Paupers	0	2	0
Carriages, 4 wheels	2	0	0
,, 2 ditto	0	15	0
Horses, each	0	8	0
Donkies, each	0	2	0
Dogs, per couple	0	3	0
Slaughtered Swine	0	1	6
Stirks, each	0	2	0
PARCELS.			
Under 30 lbs.	0	1	0
Between 30 and 60 lbs., on every pound additional	0	0	1½
Between 60 and 100 lbs., ,,	0	0	1
Above 100 lbs. ,,	0	0	0½
Wood, per foot	0	0	1
Iron, per ton	0	5	0

By command of the Postmaster-General,
JOHN LITTLE.

No. 7.

No. 7.

Return of the Days on which the Packets have not sailed to and from Ireland during 1832, 1833, and 1834.

A RETURN of the Days on which the Packets have been prevented Sailing in due course to and from Ireland, with Cause in each case for each of the Three Years, 1832, 1833, and 1834, ending 5th January 1835, respectively.

TO IRELAND.			FROM IRELAND.		
Years.	Date.	Cause of the Packet being prevented from Sailing.	Years.	Date.	Cause of the Packet being prevented from Sailing.
1832	Jan. 24	Not able to proceed, in consequence of heavy gales, and a high sea.	1832	..	Nil.
	Feb. 4	Do. do.	1833	Dec. 31	Not having arrived in Donaghadee before 5. 30. P. M., in consequence of a very heavy gale, and unable to return, the gale not having abated in time.
	5	Do. do.			
	Mar. 9	Do. do.			
	17	Do. do.			
	Nov. 29	Do. do.	1834	Dec. 1	Not able to return, in consequence of heavy gales.
	Dec. 2	Packet sailed in due course, but obliged to bear up for Loch Ryan, in consequence of a heavy gale, and carrying away yards and sails.			
	3	Packet sailed, but obliged to bear from stress of weather.			
1833	Feb. 11	Not able to proceed, in consequence of a tremendous heavy gale.			
	Nov. 6	Not able to proceed, in consequence of heavy gales and squalls.			
	23	Do. do.			
	27	Do. do.			
	29	Do. do.			
	Dec. 5	Do. do.			
	11	Packet sailed in due course, but obliged to bear up for Portnessock, in consequence of heavy gales.			
	17	Not able to proceed, in consequence of heavy gales and squalls, with a high sea.			
	20	Do. do.			
1834	Dec. 8	Not able to proceed, in consequence of strong gales and squalls.			

JOHN LITTLE, Agent.

No. 8.

Report of the Post-office Commissioners on Memorials for Removal of the Packet Station from Portpatrick and Donaghadee, 9th Feb. 1836.

Appendix G. No. 12, 13, 14. Appendix G. No. 11, 15, 16, 17, 18, 19, 20, 24, 25.

No. 8.

Office of Woods, 9th February 1836.

My Lords,—Your Lordships having been pleased to refer to us two memorials from the Chamber of Commerce, and the merchants, bankers, and traders of the city of Glasgow, recommending the removal of the Post-office packets from Portpatrick and Donaghadee to Cairne Ryan and Larne, we were desirous that no expenditure should be incurred in works there until we had an opportunity of inquiring into the expediency of the change which they suggested.

In addition to the evidence which we received in August last, we have obtained a report from Captain Evans, who has recently visited Portpatrick and Donaghadee. This report we beg to submit to your Lordships' consideration, with the statements of several other naval officers resident there.

Your Lordships will perceive that the works at Portpatrick have been considerably damaged by the recent gales, and that a serious breach has been made in the south pier.

The information which we have received inclines us to believe that, if the proposed improvements were to be completed, the harbour of Portpatrick would not be rendered a safe and desirable packet station. We therefore beg to submit to your Lordships that no further expense may be incurred there, or at Donaghadee; and we hope that your Lordships will be pleased to direct that the works now in progress may be discontinued.

Duncannon,
H. Labouchere,
Seymour.

No. 9.

Memorial of the Chamber of Commerce of Glasgow, for Removal of the Packet Station from Portpatrick to Loch Ryan.

No. 9.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

The Memorial of the Directors of the Chamber of Commerce and Manufactures established by Royal Charter in the City of Glasgow,

Respectfully showeth,

That the merchants of this city, engaged in the trade to Ireland, complain that their correspondence with that country is subjected to what appears to them unnecessary uncertainty, and occasional injurious interruptions, from the port from which the packet is despatched from Scotland, Portpatrick, being nearly inaccessible in stormy weather.

That from the danger and difficulty of making this port in such times, it frequently occurs that no mail is received, and in the winter months that two, and even occasionally three mails are due, preventing the merchant from receiving advices for insurance, at the moment when it is most important that he should have it in his power to guard himself against risk.

That the trade between Glasgow and Ireland is every day increasing in amount and importance, and the possession of a means of transmitting the correspondence, free from interruption or delay, becoming of more and more consequence.

That your memorialists think this may be obtained, by moving the Scots packet station, from Portpatrick to Loch Ryan, accessible in every state of the weather, and where a completely sheltered harbour may be had, into which the packet may enter, or take its departure from, at all times.

That your memorialists are induced to press this transfer of the station with the more earnestness, that they are given to understand that the harbour of Portpatrick, upon the improvement of which £150,000 have been expended and voted to be laid out, cannot, with any amount of cost, be made safely accessible in stormy weather; while the harbour of Cairn Ryan, situated 15 miles north of it, on the east side of Loch Ryan, near its entry, may, with an outlay of from £2,000 to £3,000 only, to build a quay, be made a station for the packet, possessing the advantage of complete facility of access and of safety.

May it therefore please your Lordships to give this matter your consideration, and, on being satisfied that what has been stated with regard to it is correct, order the change of the packet station, which is requested, to be carried into execution.

And your memorialists shall ever pray.

Signed by the appointment of the directors, and sealed with the seal of the chamber.

John G. Hamilton, Chairman,
Dugald Bannatyne, Secretary.

No. 10.

Memorial of the Bankers, &c., of Glasgow, for Removal of the Packet Station from Portpatrick to Loch Ryan.

No. 10.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

The Petition and Memorial of the undersigned Bankers, Merchants, Manufacturers and others, of the City of Glasgow,

Humbly showeth,

That the commerce betwixt Scotland and Ireland is, to a great extent, annually increasing, and extremely beneficial to the interests, the prosperity, and the Revenue of both countries, and that this trade is nearly wholly carried on to and from the ports on the Clyde.

No. 10.

Memorial of the Bankers, &c., of Glasgow, for Removal of the Packet Station from Portpatrick to Loch Ryan.

That your petitioners and memorialists, in particular, are largely connected with, and deeply interested in, the commerce carried on with Ireland, the importance of which may be judged by the fact, that the number of vessels employed in the trade with this city was, last year,—inwards, 1,091; outwards, 1,561; whilst the value of grain and provisions *alone*, imported from Ireland to this quarter, cannot be less than £800,000 annually.

That everything tending to accelerate and render more regular and certain the commercial correspondence between the two countries, and between the north of Ireland and this city in particular, must tend to extend that trade, and prove advantageous to every interest, public and private, in the respective places and countries.

That during the winter months, when the traffic is in general greatest, frequent and injurious delays take place in the conveyance of the commercial correspondence, owing to Portpatrick and Donaghadee being chosen and maintained for packet-boat stations betwixt Scotland and Ireland.

That the passage betwixt these places is frequently impracticable for days together; nor can this obstruction be avoided or prevented so long as these places (but especially the former) are retained as the points of egress and ingress for the mail packets, running betwixt the two countries; nor can any expense or outlay, however great, ever render Portpatrick a safe harbour for any vessel to approach near to, or to enter. Large steam-boats, with a power sufficient to stem the winter storms in the Irish Channel, cannot enter the harbour at all; while small steam-boats which can enter the harbour, (though in stormy weather even the latter do so with the greatest danger,) are totally inadequate to stem the heavy seas which roll in that Channel at every season of the year, but especially during severe gales in October, November, December, January, and February.

That this being the case, remittances and orders are not only frequently retarded, to the great inconvenience and loss of the commercial world, but, what forms a still greater inconvenience and loss, insurance, and orders for insurance, at the time when these are most frequent and required, cannot be either regularly received or effected.

That Loch Ryan, situated about 15 miles to the northward of Portpatrick, forms a natural, a large, and a secure haven, into which vessels and steam-boats, of any tonnage or power, may safely enter and safely depart at all seasons, and during every hour, whether by day or by night.

That from £2,000 to £3,000 would be sufficient to erect a quay, affording the most ample accommodation, at Cairn Ryan, situated near the entrance of the lock, and on its east side, where steam-boats could land and take on board the mails, at every hour and in every season, with perfect safety; and that even till such a quay is constructed, steam-boats may land and take on board the mails at this place, without any material delay or danger.

That there has been already expended, and voted to be expended, by the public, on and for the harbour of Portpatrick, about £150,000 without any public advantage; and ten times the sum additional expended upon it, will never make it safe, or a harbour for any useful purpose.

That instead of granting and expending £23,700 more of the public money, as it is at present proposed to do, on the harbour of Portpatrick, your petitioners and memorialists humbly solicit that your Lordships would lay out the smaller sum, namely, £3,000, to erect a quay, sufficiently commodious for a mail-packet station, at Cairn Ryan, in Loch Ryan.

That the packet line of communication should be between Loch Ryan and Belfast, through Belfast lock, and which passage could be effected (distance 50 miles) by steam-boats of sufficient power, (say 200-horse,) in about four hours and a half.

That in the present state of the Belfast Loch Navigation, your petitioners and memorialists are aware that large steam-boats cannot approach that town at low water; but until the navigation is improved, and which improvement is, we believe, going on, it would be easy to forward the mails to and from the steam-boats by smaller boats, at such hours, without any risk or material delay. Moreover, and until the navigation above alluded to be improved, Donaghadee, on the Irish side, can be retained as a packet station, it being in general accessible, although the navigation near it is rough and dangerous in stormy weather.

That by making Loch Ryan, at the point Cairn Ryan, the packet station on the Scotch side, in future, the mails between Scotland and Ireland, and also between the northern division of the latter, and all England, and foreign countries, could be received with the greatest celerity, exactness, and safety that is attainable.

That the letters from London, and all the southern and western and northern parts of England, including all the Falmouth packet-letters and the ship-letters into Liverpool for Belfast and the north of Ireland, could reach Cairn Ryan from Carlisle by 4 P.M. each day; and the mails from Glasgow and Edinburgh (from the latter city through the former) could easily, by the present Post-office regulations and departures, reach Cairn Ryan at the same hour; and despatches from thence at that hour reach Belfast with both papers and letters at 9 P.M., and Londonderry by 6 A.M. on the following morning, several hours (a whole day in business as regards the latter place) earlier than those do by any other conveyance.

That Glasgow, besides constant certainty and regularity, would thus gain a whole day in its correspondence with Londonderry and other parts of the north of Ireland, and Edinburgh a whole day in all its Irish correspondence, besides having for each day a regular early morning delivery and the latest evening hour's departure. The return mails for Scotland, from Belfast, could reach Cairn Ryan by 12 noon each day, Glasgow (distance 76 miles) by 10 P.M. on the same evening, and Edinburgh, conveyed by the night-mail from Glasgow, at 3 A.M. next morning.

That this regulation would give to Glasgow, Paisley, Greenock, and other places near this city, their correspondence with all the north of Ireland always by the earliest morning delivery, and also, as regards business, to the latest hours for departure in the evening,—two things exceedingly desirable and advantageous; and all these advantages, too, can be carried into

No. 10.

Memorial of the Bankers, &c., of Glasgow, for Removal of the Packet Station from Portpatrick to Loch Ryan.

effect and accomplished without one farthing of additional expenses, so far as regards land-conveyance, to the Post-office Establishment.

And your petitioners and memorialists, &c.

(Signed)

Henry Lillie	Wingate, Son, and Co.
William Church and Co.	Anderson Haldam
Gilkison and Brown	Alexander Gray
Macpherson and Macdonald	E. Gill
David Lillie and Son	Jamieson and Thomson
John Dempster and Co.	Alexander Cawan
John Ross, jun.	George Wardrop
William M. Jamieson	Alexander Bannatyne
Sclanders and Goodwin	Andrew Sclanders and Son
David M'Kenzie	Ewing May and Co.
James M'Lurin	D. and A. Denny and Co.
John M'Call and Co.	Alexander Milne and Co.
Pollott Gilmaur and Co.	James Pinkerton, sen.
R. A. Chenie	J. T. and A. Douglas and Co.
William George Hunter	Jamieson, M'Crackan, and Co.
Robert Laurie and Co.	Bennett and Browne
John Loudoun	Henry Manterton and Co.
William Connal	James Wingate and Son
James Dunlop	John James Gibb
Boyle, Douglas, and Co.	Campher, Rivers, and Co.
John Coal	Clarke, Gray, and Co.
James Ewing and Co.	Robert Rodgers and Co.
Stirling, Gordon, and Co.	J. Outram and Co.
William Morison.	

No. 11.

Report of Captain George Evans on Portpatrick Harbour, 30th Jan. 1836.

No. 11.

Belfast, 30th January 1836.

My Lord,—Having carefully sounded and examined the harbours of Portpatrick and Donaghadee, I feel it my duty to represent to your Lordship that no further expense should be incurred respecting either of them.

Independent of the many objections to Portpatrick as a packet station, the gales of last week washed away a very considerable part of the glacis of the south pier, leaving the masonry quite exposed.

Appendix G. Nos. 15, 16, 17, 18, 19, 20.

A reference to the enclosed evidence of the naval officers, engineers, and carpenter, of the packets at Portpatrick, all of whom I found zealous, experienced, and intelligent men, will enable your Lordship to see the necessity of immediately discontinuing the works at Portpatrick and Donaghadee.

In corroboration of the enclosed evidence, I beg leave to state that the "Spitfire" packet, in which I went from Portpatrick to Donaghadee on the 27th instant, could not return the same day with the mail, although the wind was fair, owing to the danger of attempting to enter Portpatrick in a westerly gale. Were the packet going to Loch Ryan, she could run in during any weather with safety.

Two small vessels have been sunk, within the last fortnight, inside of Portpatrick harbour. These vessels ran in for shelter in gales of wind, and after getting in they could not be saved.

Since the introduction of steam-vessels, the two natural harbours of Loch Ryan on the Scotch side, and Loch Larne on the Irish, afford very superior accommodation as packet stations, and might, at a trifling expense, be immediately resorted to with great national advantages. Vessels of any class or power might navigate there, day or night, with facility and safety.

Both the Glasgow and Carlisle mails would arrive at Cairn Ryan sooner than at Portpatrick; and were the letters for the north of Ireland sent direct from Larne, a great saving of time would ensue in the correspondence, and a long land journey be avoided.

I have the honour to be, my Lord,
Your obedient humble servant,

The Viscount Duncannon. (Signed) George Evans.

Minutes of Evidence relative to the Portpatrick Station.

No. 12.

Evidence of Robert Wallace, Esq., M.P., 13th August 1835.

No. 12.

Robert Wallace, Esq., M. P., examined as follows:

13th August 1835.

Is there any information which you are desirous of affording to the Commissioners on the subject of the Post-office communications between Scotland and the north of Ireland?—Having been present during Mr. M'Queen's examination, I am prepared to confirm all the main features of his statement, and my belief to be that the post communication between the west of Scotland and Ireland, ought to be from Cairn Ryan with Larne, until the approach

to the harbour of Belfast is put in that state that steam-vessels can go into it with ease and with safety, without resorting to landing passengers and mails in small boats.

There is no occasion at Cairn Ryan for a harbour; what I understand to be required is only a low-water pier—a straight building, running so that at all times of the tide the steam-vessels may run in and lay alongside of it.

It appears the sum necessary to erect this pier is estimated in the memorial from the city of Glasgow at £3,000; do you know on what grounds that sum is stated to be sufficient?—I have no personal knowledge of the fact; but I should suppose, or rather I feel assured, from the great respectability of the petitioners they would not have authorized such statements in their memorial without having good grounds to believe that they were correct.

And with regard to the names of the parties who have signed this memorial, I know a great many of the individuals; they are of the highest respectability and well informed on the subject; and further I am aware that the whole trading interest of Glasgow, of Paisley, of Greenock, and of all the large towns and villages connected with that manufacturing district and the shipping interest, would all join, with one accord, in proposing that the communication should cease by Portpatrick and Donaghadee for a more certain one.

You state that the place proposed for a landing place in Ireland, namely Larne, you would consider as a temporary measure; with respect to that on the Scotch side, Cairn Ryan, you would consider that as permanent?—Certainly permanent on the Scotch side. Nothing would be likely to occur to produce an alteration in that. With respect to the general question of post communication by steam-packets with Ireland, there is no doubt whatever it is essential and absolutely necessary to keep up the direct communication, as at present, between the nearest points of land, that is, by Portpatrick and Donaghadee, or Cairn Ryan and Larne; and that it would not do to resort only to communications by steam-packets from the Clyde to that country. At the same time I am satisfied it would be a very great convenience and advantage to the public, and would increase, and not injure, the revenue of the Post-office, to establish post communications by the steam-packets trading at present to those parts where the departure and arrival of private traders is so much speedier than the post is by land. And at the present rate, which the Post-office are said to pay to private vessels, (which I can't exactly ascertain, for the same secrecy is maintained in Scotland in all Post-office transactions as here,) for the communications by steam with small towns on the shores of the Clyde, or adjacent lochs and islands, I should imagine the absolute cost would be very small indeed of the communications to which I allude.

I understand there are 10 or 11 towns connected with the Clyde, and which it may be said cannot almost be approached by land-conveyance, with which post steam communication exists, and that the outlay on the whole does not exceed £100 a-year to the Post-office, whereas the revenue has very considerably increased since this direct communication, it having induced the use of the Post-office in place of resorting to private individuals to carry letters.

With regard to post communications from Glasgow and Greenock by water, from Glasgow the time required to Belfast is about 12 hours, by land it is generally 24 hours, and in extremely bad weather it is considerably more, and sometimes cannot be effected for several days. Londonderry is in the same situation; 10 to 12 hours from Greenock or from Glasgow takes the steam-vessels there in all weathers.

From Dublin to Greenock is a passage of 20 hours; the route by land by Portpatrick is about 40 hours.

Again there is no post communication at present with any part of England from the Clyde by steam, and it would be very convenient to have the privilege of a mail-bag going daily to and from Glasgow and Greenock and Liverpool by the private traders, inasmuch as the arrival by that mode of conveyance would bring the letters at a different time of the day than by the mail-coach.

To those small towns on the Clyde, when mails are sent by private steam-packets, do the Post-office send a man with the letter-bags?—They do not send a man farther than Greenock, I believe.

Do they then intrust them to the captain of the vessel?—They intrust them to the captain or the steward, I believe; but they do intrust them to a person in the vessel. From Glasgow to Greenock, I believe, they do send a man, but beyond Greenock, which is the point from which most of the mail communications depart they do not send anybody.

Are there any instances of letters being lost that you are aware of in this mode of communication?—I never heard of any.

You think they are as safe without sending a man as if the Post-office sent a man?—I am sure, practically speaking, they are quite safe, because I am confident had any losses taken place within these two or three years, they would have reached my ears; and it is chiefly within this period that letters have been so sent.

Then you think, if communication was established on the same footing between Glasgow and Liverpool that there would be no necessity for sending a special messenger with the letters in charge of the mail-bags there?—I am quite satisfied of it, provided the expense was borne of taking them from the Post-office, and to the Post-office, by a proper person, at each place, which is now the case in the towns connected with the Clyde, which I spoke of. I understand that a respectable porter is paid for taking down the mail-bags from the Post-office and depositing them, and a porter, known to the master of the steam-packet, receives them again and takes them to the Post-offices.

But between Glasgow and those little towns, the letters are probably of small value; now between Glasgow and Liverpool there would be a great communication of money letters?—I imagine there would not be many money letters sent between Glasgow and Greenock and Liverpool; there would not be a correspondence of great extent, although it would be of great convenience and well worthy of trial, provided the expense is not greater than I anticipate.

Examinations.

No. 12.
Robert Wallace, Esq., M.P., 13th August 1836.

The valuable letters would go by mail-coach as now; with regard to Ireland, I am sure it would be a great convenience, and it would be a great saving, because innumerable letters are sent, positively, and with my knowledge, in consequence of the distance and time being so much less by water than by land.

Are those steam-boats which take the letters between Glasgow and the small towns, steam-boats on their way to Belfast?—No, they are steam-boats which trade with those small towns and districts for the purpose of conveying passengers to sea-bathing places, and goods to and from the highlands of Scotland to the greater towns.

Then would you also recommend the steam-boats from Glasgow should be allowed to take letters to Belfast in the same manner that they do to those small towns?—Yes.

And also to Liverpool in the same way?—Yes, from Glasgow, or Greenock rather. The Clyde is sometimes blocked up with ice, and in very dry weather there is too little water for large steam-packets to do the distance without attending to the tide. Greenock at all times has ample water for every size of vessel, and, consequently, they can go from Greenock at all times; and the mails by land from Glasgow to Greenock being four times a-day, would bring them to a certainty within the given time, so that no delay could take place if Greenock was the starting place rather than Glasgow; but, with that exception, there is no preference. At present Greenock is the place from which most of those mail-bags I have spoken of are sent.

I may also mention, in corroboration of what fell from Mr. M'Queen, that the description of mail carriages in general use in Scotland is not at all what it ought to be.

Between Glasgow and Portpatrick?—Yes; they are, generally speaking, very inferior, and somewhat dangerous.

What sort of a carriage is it?—It is a very small mail-gig, to contain one person only.

It takes no passengers?—It takes no passengers, to the great inconvenience of the community. We are now nearly deprived altogether of the convenience and advantages of mail-coaches in the towns of Greenock, Paisley, Portglasgow and others; the public are subjected to a charge of a halfpenny on every post letter, because, formerly, by a kind of agreement with the Post-office, a charge of a halfpenny was sanctioned on letters coming by the mail-coach; the coach has been discontinued, but the charge is kept on to the great inconvenience of the towns, inasmuch as a mail-coach would be convenient, safe, and respectable, as compared with the gigs. The steam communication between the towns of Glasgow and Greenock is now so incessant that a mail-coach would not fill well, perhaps, with passengers, and on this miserable pretext it has been entirely discontinued; the mail-coach would be a great convenience. The present mode of conveyance has been much complained of by the bankers and merchants of these towns. It was strongly objected to discontinue the mail-coaches, inasmuch as it is a very secure mode of sending large sums of money in bills and orders which are being transmitted three or four times a-day, between the towns; they very properly consider a little gig, with only one horse, insecure, and all this property committed to it.

Has there been any instance of property being lost?—I am not aware there has; there is a good reason why; the bankers of the two towns are obliged to employ porters of their own for the purpose of going at stated times by steam-boats, and not to trust their property in this gig; this consists with my own knowledge. In proof of the danger to mail-bags intrusted to a gig and a single horse going 10 miles an-hour, I may mention that on one occasion the horse took fright and ran into the sea near to Greenock, the gig was smashed, the driver made a very narrow escape with his life, the horse was drowned, and the mails detained.

Does that gig go from Greenock to Portpatrick?—No, the letters from Greenock to Portpatrick go in the true Post-office style; they first proceed to Glasgow, being about 24 miles in a contrary direction; they then take the circuitous route of arriving by Portpatrick to the north coast of Ireland, so as to make the absurd circuit, the map will best show.

If a mail-coach were established between Glasgow and Portpatrick, do you think the passengers would pay the expense?—I have no doubt it would pay the expense both between Glasgow and Portpatrick, and between Glasgow and Greenock, provided they were put on a right footing, and the former sent by safe harbours. I now understand it to be common in some parts of England: indeed I am positively informed the mail-coach, running between Yarmouth, in the direction of Birmingham, does take eight outside passengers; and that the cross mails in the south and west of England take four outside passengers. I should not recommend eight outside passengers being allowed to be carried. I should think that four would be the proper number, the more so, as four is the number at present transmitted by the Post-office on the London mail between Carlisle and Glasgow; and it is worthy of remark that this mail-coach with four outside passengers, and loaded enormously, as it always is, with letter-bags and luggage, actually runs the distance of 95 miles quicker than any other portion of the road of the same extent between London and Glasgow.

ROBERT WALLACE.

No. 13.

Jas. M'Queen, Esq., 13th August 1836.

No. 13.

Mr. *James M'Queen* called in and examined as follows:

Where do you reside?—In Glasgow.

Are you well acquainted with the passage between Glasgow and Portpatrick?—Yes, intimately acquainted with all that part of the coast.

What is the distance from Glasgow to Portpatrick?—The distance is about 84 miles.

And are there at present any steam-packets going from Glasgow to Portpatrick?—None to Portpatrick; there are two to Stranraer.

Are you acquainted with the length of passage from Donaghadee to Portpatrick?—Yes, it is about 19 or 20 English miles.

Are you aware at all what quantity of communication there is going on there besides the mere mail-packet?—I believe there is not any; I am not aware there is any.

Are there passengers passing from Donaghadee to Portpatrick?—I do not think there are any except what go by the mail-packets.

Now, taking into consideration the great difference between 80 English miles and 19 English miles, do you think any passengers would be found to go from Glasgow to Donaghadee?—No, I do not think there would, because they could go much quicker to Belfast in steam-boats directly. They never would think of taking Donaghadee in their way if they are going to Ireland; and, in going to or coming from Portpatrick, they can take the Liverpool steam-boats.

Could they go at all times into Belfast?—At all times they could, into the lock; but they could not at all times of the tide approach the town.

Is there not a difficulty of landing the passengers at Belfast?—No difficulty in landing them at all. The steam-boats always take care to sail from Glasgow to Belfast, and from Belfast to Glasgow, so as to insure the time of high water as near as possible. When, from bad weather, they cannot do that, the passengers are, I believe, carried up in small boats a distance of about three miles.

You can only go into Belfast at certain hours?—At certain times of the tide, with large vessels.

And they leave Glasgow to suit those times?—Yes, or as near as they can.

What is the present state of the harbour of Portpatrick as a harbour for steam-boats?—The present state of the harbour of Portpatrick is very much improved compared with what it was; but no improvement they can make to the harbour of Portpatrick can ever make it a safe one, or one from which you could calculate the mail's arriving with perfect accuracy as to time. The steam-boats that they have on that station, although they have increased their power lately, are too small for the stormy seas of that coast; in bad weather they cannot stand the seas; they cannot make the passage at all in bad weather. If they have larger steam-boats, that are of sufficient power to stem the stormy seas in the winter months, they are too large to enter the harbour of Portpatrick with safety; it is so exceedingly narrow that if they were to miss half the breadth of the vessel they would be dashed to pieces; and, therefore, a steam-boat of sufficient power to navigate these seas, so as to convey the mails with perfect accuracy, and of a size similar to those which go between Glasgow and Liverpool, of the first class, cannot enter the harbour of Portpatrick with safety.

You have stated they could, with perfect safety, enter the harbour of Loch Ryan?—Yes, they can, at all seasons and during all hours of the day or night.

Could the larger class of steam-boats, which you have stated to be desirable for this station, use the harbour of Donaghadee?—Yes; the harbour of Donaghadee is much safer and more certain of entrance than Portpatrick; they can go in and out there at all times; but still that part of the coast is attended with danger.

Would Donaghadee be more dangerous for the large vessels than it is for the vessels of the present size?—No; they have depth of water sufficient for any vessel of sufficient power. I was there not long ago, and I think the depth of water is sufficient for a vessel of large size.

How much nearer to Glasgow is Stranraer than Portpatrick?—Stranraer is six miles from Portpatrick; but the part where the mail communication should be is at Cairn Ryan, about five miles from Stranraer.

How many miles would it be from Cairn Ryan to Donaghadee?—That is about 32 miles, including the land conveyance by Stranraer.

How much would it be by water from Donaghadee to Cairn Ryan?—About 32 miles; the same distance.

Are they not improving the lock in Belfast, so that, shortly, steam-boats will be able to go up there?—They are. I do not know how fast or how slow the work may be going on; but they are improving it; and they expect, before long, to be able to bring up large vessels and large steam-boats direct, at all periods of the tide.

When that is effected, would not the best communication be from Belfast to Loch Ryan?—I should think it would; there is only another station, which is nearly equal in point of distance, and at this moment superior in facility; that is Larne, to the north. Larne is about 14 miles distant to the north from Belfast; from Larne to Cairn Ryan, across, is about 40 miles; that makes 54 miles. That is exactly the same distance, to a mile, that the present mail route is from Belfast by Donaghadee and Portpatrick, and with this advantage, that there is one-half less land-conveyance to Cairn Ryan in the one case than in the other; and, from the slovenly manner in which the mails are conveyed, it takes a longer time by land than it would take by water.

What do you mean by "slovenly manner?"—They are conveyed in the most slovenly manner I ever saw on that coast, namely, in mail-gigs, the most wretched description of things I have ever met with in the kingdom; but they are going to put on a mail-coach from Glasgow to Portpatrick in October next.

How long does it take for the letters to go from Glasgow now to Portpatrick?—They go about the rate of seven miles an hour, and 12 to 13 hours.

How many miles is it?—It is about 84 miles; and I think it takes them 13 hours.

If they went by steam from Glasgow to Belfast would they not go in a shorter time than they now take by the present road?—If they went from Glasgow to Belfast by a powerful steam-boat they would certainly go quicker than they could even by the communication I have pointed out, or the other; but it would throw a prodigious irregularity into the whole of the correspondence, such as would be exceedingly inconvenient to merchants, for this reason—that the steam-boats always sail in the evening, looking to passengers and to goods, and the consequence would be that they could never run with that regularity so as to deliver the letters

Examinations.

No. 13.
Jas. M'Queen, Esq., 13th August 1835.

properly even in good weather; whereas, in bad weather, they would be detained until past the proper hours of delivery to the merchants; for instance, a steam-boat leaving Belfast in the evening, if the weather was rough, would not reach Greenock until probably 10 o'clock or 12 o'clock at noon the next day; the letters could not get up to Glasgow for three hours more, when the whole business hours of the day, as far as the merchants are concerned for the Irish trade, are over; and it would have a similar effect in their letters leaving Glasgow for Belfast at a similar period of the day.

By the present system, what time do the letters leave Belfast?—They cannot leave Belfast until the arrival of the mail from Dublin in the morning, which is about seven o'clock.

What time do they get to Glasgow?—They get to Glasgow on the following morning about six o'clock, and they leave Glasgow at five in the afternoon, and they get to Belfast the next day about 12 o'clock, some hours after the despatch of the morning mails to Dublin; and, further, by that conveyance the whole of the day, as to business and return of communication, is always lost in Belfast. The mail for Glasgow is gone before they arrive, and therefore it is of no use to the merchant in transacting his business, while it interrupts, under the present regulation, the communication with Londonderry; and we lose a whole day, or nearly so, in our communication with the latter place.

Are the steam-boats employed between Portpatrick and Donaghadee belonging to the Post-office, or are they contracted for?—They belong to the Post-office, I know, because I had a good deal of communication and conversation with the Duke of Richmond on this subject when he was in office, and he seemed very anxious indeed to try to obviate the difficulties. The power they had two years ago was only 40-horse power; and he told me that they intended to send a boat of 55-horse power, which I believe they did; and because she has more power she goes through bad weather better than the other did.

Are there many days in the year in which the communication is now stopped between Portpatrick and Donaghadee?—I have had some communication with the Post-office on the subject, to know what view they would take of the subject; and they state that, last winter, we had very few interruptions. True, we had not, because the weather was exceedingly mild; such a winter as we may not see for 10 years again. On the preceding winter there were days following days in which we had no mail from Ireland; the passage could not be made at all.

The memorial from the Chamber of Glasgow, and now before this Commission, is drawn up and signed by the secretary, who is the postmaster for Glasgow, and who knows and states correctly the frequency and duration of the detention of the Irish mails to Glasgow.

Did you attribute that to the small power of the steamers?—They could not venture to sea, or keep the sea.

Did the larger class of steam-boats going between Belfast and Glasgow keep the sea at the time when the Post-office packets were not able?—Constantly kept the sea, and were always near to their time.

Are mail-bags ever sent by private vessels?—They did try, some years ago, to send mails to Ireland (I think to Londonderry) by steam-boats; but it did not answer for the reasons I have already mentioned. It created such a confusion in the Post-office arrivals and delivery that it was rendered of very little service to the merchant.

Is there a great deal of communication between Glasgow and Belfast and Londonderry?—A great deal, and daily increasing to an extent almost incredible.

Are there many passengers, or chiefly goods?—A very great number of passengers, and goods of all descriptions, things you could hardly believe; they are bringing salmon over in these steam-boats, preserved in ice, and selling in Glasgow market exceedingly cheap; eggs, and even buttermilk, they bring in the steamers.

They come in private steam-boats?—Yes.

There are considerable steam-boat companies connected with Glasgow?—Very large.

More than one?—Yes, many; I know not how many; a dozen or twenty.

Conducted by people of capital and respectability?—Yes.

Do you conceive they would be disposed to undertake the packet-service between Scotland and the north of Ireland?—No doubt they would contract for it with great readiness.

If Cairn Ryan was adopted as a harbour, would that be a safe harbour at all seasons?—Yes, every season of the year; it is a refuge for vessels inwards and outwards bound, at all seasons of the year, all hours of the day, and all hours of the night; there is not the smallest danger for vessels entering, and it is the finest anchorage perhaps in Great Britain; and, just at the point of Cairn Ryan, there is a little cove, where, with a very small sum of money, (I should state about £2,000 or £2,500,) there might be made a pier perfectly sufficient for any purpose.

Has this memorial from the merchants of Glasgow been signed by any considerable number of the mercantile classes of Glasgow?—Yes, all the merchants interested in the Irish trade, and in Glasgow; most respectable names.

What number of signatures are there attached?—I should say perhaps 25 of the principal firms; they are some of the first firms in Glasgow.

Does the road at present between Portpatrick and Glasgow go near Cairn Ryan?—Yes, just close past it.

There will be no new road to make?—Not an inch of road.

With your knowledge of the country and the communication, if there was no other impediment to it, which would you fix on as the most convenient points, for the object of the memorialists of Glasgow, for a daily steam-packet to Scotland and Ireland?—I would say, for accuracy and certainty of despatch, Larne.

Is there a good harbour there?—Capital; any vessel of any size may go into it.

And on the other side?—Cairn Ryan. If Larne is made the point, then the mails from Londonderry can get up there with a saving of a land-conveyance, instead of carrying them on

Examinations.

No. 13.
Jas. M'Queen, Esq.
13th August 1835.

to Belfast; the mails from Dublin would be conveyed by Belfast, and carried on to Larne, without any delay or additional expense in the Post-office communication, and meet the mails from the north of Ireland, from Londonderry and Sligo, at that point, and thus tend to accelerate despatch.

Would there be many passengers from Cairn Ryan to Larne?—I think there would; not so many, perhaps, as if the vessel went direct to Belfast, because there is a land-conveyance on the Irish side, which would be an objection on account of the expense.

Do you conceive any one of these steam-companies you have mentioned would be disposed to contract, at a reasonable rate, for the packet-service between the two points you have mentioned?—I think they would, and more so now that they have put on, or are going to put on, a mail-coach from Glasgow to Cairn Ryan and Portpatrick.

Do you think there would be any probability of any goods being carried by those packets from Cairn Ryan to Larne?—There would be some; I should doubt if there could be a great deal; but there would be certainly a very great deal of cattle carried over there, both backwards and forwards.

Are there cattle now carried from Portpatrick to Donaghadee?—There are, and I believe a good many; but I cannot say the numbers. That district of Scotland connected with Ireland is a grazing district.

Supposing the change you suggested took place at the points from which the mail should depart and arrive, do you think it would make any difference in the trade between the two countries?—It would tend to increase it, as rendering the communication more certain and more safe.

Would it require any outlay to make Larne a fit harbour?—I do not think it would require sixpence.

In case Cairn Ryan was adopted on the Scotch side, you think Larne would be better than Donaghadee on the Irish side?—I think so, decidedly; it is a safer harbour, and it does not increase the distance in the conveyance of any of the mails, while it rather decreases the distance of the carriage of the Londonderry mail. It would be found to correspond exactly and come within the hours of arrivals and departures from the Post-office in all their different ramifications, which is a thing that must always be kept in view, else you create an additional expense to the Post-office, and unnecessarily.

Is there any nearer point to Glasgow than Cairn Ryan?—None that a vessel could with any safety approach, or that either time or distance could be saved.

Where do the private steamers run?—They run along the Frith of Clyde from Glasgow, straight on to Belfast, through the mid-channel. In the conveyance of the mails, also, along that district, if the Post-office stations were altered the Post-office would still have an expense to carry the mails from and to the coast-towns. Changing the stations would only create a greater expense, without benefiting the public.

Are there many days of the year when the steam-communication between Belfast and Glasgow is stopped?—Very seldom; they are good boats, and I am not sure of hardly an instance, in the very worst weather, when they are stopped; but they are greatly retarded, and they would not arrive at Greenock, in bad weather, until after the departure of the mails from thence to Glasgow, and would thus disarrange the correspondence. Regularity, in mercantile correspondence, is even more necessary than speed.

Are there any other observations, with reference to the mail communication between the north of Ireland and Scotland, you are desirous of making to the Commissioners?—I am not aware there are any others. Our object in Glasgow is to get a proper station on the Scotch side; the other stations, on the other side, we leave to the discretion of Government. I merely point out this as the proper station.

Your object is to get a station on the Scotch side, from which there would never be any danger of the mails missing?—Yes; and there they never would; with a steam-boat of a proper size they never would.

No. 14.

No. 14.

Sir John Rennie and Sir James Dalrymple Hay, 21st August 1835.

Friday, 21st August 1835.

Sir *John Rennie*, and Sir *James Dalrymple Hay*, were called in and examined as follows:

(*To Sir John Rennie.*) Have you had any opportunities of becoming acquainted with the harbour of Portpatrick and the adjoining coast?—I have ever since the year 1815; and since the year 1821, I have been constantly in the habit of going there annually for the purpose of visiting the works of Portpatrick harbour as well as of Donaghadee harbour in the capacity of principal engineer.

Do you conceive Portpatrick to be a sufficient and a good harbour for the purpose of communication by the Post-office communication by steam between the south of Scotland and the north of Ireland?—I conceive Portpatrick, under all the circumstances, is the best place that can be adopted—the harbour is not quite finished, but when the works have been completed, for which the Treasury have already granted the money or have agreed to furnish the money, I have no doubt but that Portpatrick will be a perfectly safe and efficient harbour for all vessels drawing 12 feet water and upwards.

Are those vessels that can enter the harbour large enough to make the passage well?—Yes; there is no doubt whatever of it, there being at least 20 feet at low spring tides near the jetties, and 25 near the pier head.

Is there anything in the situation of Portpatrick which prevents vessels getting out of it in all states of the wind and weather?—I conceive there is not, if a steam-boat of sufficient power be employed whenever it is prudent to put to sea.

Are you acquainted with the situation of Cairne?—I know the situation of it generally,

Examinations.

No. 14.
Sir John Rennie and Sir James Dalrymple Hay, 21st August 1835.

because I have passed by it repeatedly, but I have not surveyed it with the same degree of attention that I have Portpatrick.

Did you not survey the coast there in order to find the best place for a harbour?—Yes, I did.

And in that survey you did not take in Cairne did you?—No, that was not within our instructions.

Do you conceive that Cairne would possess any advantage over Portpatrick?—As a station for communication permanently with the north coast of Ireland, I should say decidedly not.

Are you able to state to the Commissioners, whether in point of fact the communication between Portpatrick and the north of Ireland has been continuous and uninterrupted?—I believe upon the whole there are very few stations that have been more regular in the conveyance of the mails than Portpatrick and Donaghadee have been within the last four or five years.

Has there been any alteration in the size of the vessels within the last four or five years?—I believe not. It should be understood that the prevailing winds on the coast are chiefly from the west and south-west, and that during the prevalence of gales of wind from those quarters, supposing a packet to start from Portpatrick upon the flood tide, the tide coming from the northward and the wind from the southward, the packet would be prevented from going to leeward, and would inevitably make her passage if it were possible for a vessel to keep the sea. In the same manner in returning from Donaghadee to Portpatrick (the wind being favourable, which it would be) she would have no difficulty whatever in returning; whereas supposing a packet to start under the same circumstances from the Cairne, she would have from six to seven miles to go in the first instance to Corsill Point, and then, instead of having the tide to support her, she would have the tide against her as well as the wind, and she would have an increased distance of at least seven to eight miles to go through a tremendously heavy sea against a head wind, before she could make the Black Head at the entrance of the Loch of Belfast; she would then have to steam up against the wind the whole length of the Loch (about 16 miles) to Pennmoyle, and there she must lie, if she arrives there at low water, and send her mail at least two miles up by a boat. Now, supposing instead of going to the Loch of Belfast she were to go to Larne, she would still have to encounter the extra seven or eight miles of passage against a heavy sea and a head wind, besides the extra seven miles in coming from the Cairne to Corsill Point, making in all an extra distance of 14 or 15 miles, or 36½ miles instead of 21½ miles of sea passage. So that, in point of fact, the mail going by Portpatrick under the same circumstances would be at Belfast before, in the other case, she would reach the Irish coast. And, moreover, it should be observed that there is a very dangerous reef of rocks called the Maidens, a little to the north-westward of Larne, and in dark and stormy weather, particularly when the wind is blowing strongly from the south-west, she would encounter considerable difficulty in steering clear of them, and it is, I believe, a well-known fact, that the powerful large steam-boats which ply between Liverpool and Glasgow are not unfrequently compelled to put in to Loch Ryan, in consequence of their not being able to get round Corsill Point. So that I have no hesitation whatever in saying, under all the circumstances, viewing it in every possible way, as a communication between the two countries, that there are no places so well adapted for maintaining that communication as Portpatrick and Donaghadee. There is another observation also, which is this,—it should be considered that in the Cairne there is no sort of accommodation now, by way of a pier or landing-place, which would have to be built, at a very considerable expense, in order to give anything like the same accommodation that the packets now have at Portpatrick and Donaghadee.

Do you believe that Portpatrick is a safe harbour for steam-boats to enter in any weather?—I consider it is so decidedly whenever it is prudent to go to sea, that is, when the harbour is finished according to the original plan, for which the money has been already agreed to be advanced by the Treasury; when that is done I have no doubt it will be a perfectly safe harbour to enter into under any reasonable circumstances.

Do you think that the larger class of steam-vessels will be able to enter it under any circumstances?—I mean such steam-boats as will be large enough to maintain the communication between Donaghadee and Portpatrick.

What sized steam-boats and of what power do you conceive would be necessary for that purpose?—I should consider that the power for maintaining that communication would be from about 60 to 80-horse.

What is the present power of the steam-boats?—I believe about 40 horse including the two engines.

Are you acquainted with the harbour of Donaghadee?—Yes, I am, very well.

What state is that harbour in at present?—It is very nearly finished.

Is the money voted?—Yes, and it has been done within the original estimate. I think there was no grant for it this year at all.

Do you conceive Donaghadee harbour to be a good and sufficient harbour for the purpose of steam communication with Scotland?—I do consider it is perfectly so.

Will that harbour admit the larger class of steam-vessels?—It will admit all vessels drawing 15 feet at low water spring tides.

What size would such vessels be?—There are very few steam-vessels that draw so much as that.

And in your opinion they will be able to get in and out in all weathers, will they?—Yes, whenever it is prudent to go to sea, they will always be able to get out and get in. There is another point which I should wish the Commissioners to consider; in effecting this communication between the two countries a short passage, particularly in stormy weather, is a very great object, because although a steam-boat is usually not so much affected by adverse

weather and wind as a sailing boat, yet she, nevertheless, more or less experiences considerable inconvenience and detention, and of course the longer she is at sea the greater is her liability to accident. Now in these short passages, such as between Portpatrick and Donaghadee, being only about 21½ miles, it frequently happens that during the prevalence of a very severe gale of wind, there is a lull for two or three hours, during which time a packet might start and make a passage before the gale had increased again to its former violence, whereas in a passage of double that distance, she would not even venture out of port to trust to the continuance of the lull.

The time when you surveyed the coast was before the application of steam to packets, was it not?—Yes, it was.

Are you aware whether it has been surveyed again since the application of steam to packets?—The same circumstances exist now which did then, and although they might not apply so strongly against steam-boats as they would against sailing-boats, yet it does not appear to me that the principle is at all altered by that circumstance.

Will you have the goodness to look at these two memorials that have been presented to the Treasury from the merchants and directors of the Chambers of Commerce, and manufacturers in the city of Glasgow, and make any observations upon them that occur to you. [*The two memorials were handed to the witness.*]—I believe I have answered every point relating to them in my examination, and I have only to add that, with every respect for the memorial and the memorialists, I certainly have no hesitation in disagreeing with them, for the reasons already stated in the former part of my evidence, and although, during fine weather, steam-boats with passengers may always effect their passage very well anywhere, in time proportioned to the distance, yet, for a constant communication, and as a head station for the purpose of communicating between the north of Ireland and the south-west coast of Scotland, I am decidedly of opinion that there are no places so good as Portpatrick and Donaghadee, and I am quite satisfied that when those harbours are completed as now proposed, and for which money has been granted by the Government, that there can exist no reasonable ground of complaint against them.

Do you know whether it has ever happened that the steam-boats from the Clyde have made their passages to the north coast of Ireland at seasons when the steam-boats from Portpatrick have not been able to leave the harbour?—I have not heard of that, but I have frequently heard it stated that the steam-packets between Portpatrick and Donaghadee are not sufficiently powerful, and that the reason given for not employing more efficient packets was—that when the harbour was completed, then the Government would have better packets, but until the harbour was completed they could not tell precisely what was necessary.

Then if such were the case you would attribute that circumstance rather to the insufficient power of the steam-boats than to any defect in the harbour of Portpatrick?—I have no doubt whatever about it.

Then it is your opinion that the complaints of the memorialists will be fully answered by the better packets that will be employed when the harbour is completed?—I should think so, but I am not at all aware what means are taken to make the land communication perfect, but as regards the harbour, I am quite satisfied that if packets of a sufficient power are employed when the harbours are completed that the communication will be maintained in a much more regular and effective manner than can be done by any other station on that coast.

Do you know what is the size of the largest class of vessels by steam that go between the Clyde and the north of Ireland?—I do not know the exact power of them, but I have heard they are very large; I have heard that they are above 150-horse power. I should say no Government would go to the expense of getting packets of that power, when packets of about one-half the power would answer the purpose just as well.

(*To Sir James Dalrymple Hay.*) Are you well acquainted with Portpatrick and the coasts in the neighbourhood?—I am, and have been ever since 1812, and the coast about there.

What opportunities have you had of becoming acquainted with Portpatrick?—I am acquainted with it from living in the neighbourhood. I live within 11 miles of it, and I am one of the commissioners of Portpatrick harbour, and have been so from the commencement.

You have heard the opinion expressed by Sir John Rennie in the evidence he has just given upon the sufficiency of Portpatrick as a harbour for steam navigation between Ireland and Scotland?—I have.

Do you agree with him in that opinion?—I do.

Has the communication of the steam-packets between Portpatrick and Donaghadee of late years been regular, or has it been frequently interrupted in the winter months?—I should say it has been more regular than any other steam-packet station, and that there has been less interruption.

Are you able to state what the interruptions have been?—I am not able to state the number of times in the year, but I do not think it was this last winter above twice, certainly not above three times.

Are you acquainted with Cairne?—Yes, I am, very well.

Do you conceive that Cairne would be a better station for the Post-office communication with Ireland than Portpatrick is?—I should think it would be longer, and that there would be more difficulty in getting out.

Would it not, in the prevailing winds in rough weather, be more easy for steam-vessels to get into Cairne than it would be for them to get into Portpatrick?—That may be; in getting out they have the same wind to meet with when they get to Corsill Point, which is seven miles from Cairne.

Is not the difficulty experienced by steam-vessels from the prevalence of the westerly winds generally in getting into the Scotch harbour rather than getting out of it?—The south-west wind is the worst wind,—not a westerly wind.

Examinations.

No. 14. Sir John Rennie and Sir James Dalrymple Hay, 21st August 1835.

In Loch Ryan steam-boats of much larger size could enter than would ever be able to enter Portpatrick—is not that so?—Yes, any sized steam-boat could come there, but I should say that the present difficulty in Portpatrick is the want of power in the steam-boats rather than the want of size, because the size of the boats that come there is large enough.

It has been represented to the Treasury in the memorial of the merchants of Glasgow, that £3,000 would be a sufficient sum to erect a quay adequate to the purpose of a mail-packet station at Cairne Ryan. Are you able to express any opinion upon that?—No, I am no judge of that.

(*To Sir John Rennie.*) You have heard the question that has been put to the former witness, perhaps you could favour the Commissioners with your opinion upon that point?—I certainly have not made a sufficiently minute examination of the Cairne, so as to be able to give an accurate estimate of what it would cost, but instead of £3,000 being necessary for that purpose, I should consider that £30,000 would be much more like the sum.

Do you consider that Portpatrick is generally useful as a harbour independently of the purposes of the Post-office?—Portpatrick is chiefly a packet harbour. There is no trade in the neighbourhood.

Do vessels in stress of weather ever put into Portpatrick?—They do sometimes, but Portpatrick is not considered as an asylum harbour.

Is Loch Ryan considered as an asylum harbour?—It is more so than Portpatrick.

What will be the width of the entrance of the harbour of Portpatrick when the proposed works are finished?—The outer entrance will be about 260 feet, and the inner entrance between the jetties 160.

Do you conceive that that width will be sufficient to admit, in all states of the weather, the entrance and egress of steam-boats of the class you have mentioned?—Considering the size of the harbour, I conceive it will be better than if it were wider.

What is the direction of the entrance with respect to the compass?—South-west.

No. 15.

Statement of Captains Henry and Fayrer, 25th Jan. 1836.

No. 15.

Captain *John Little*, R. N., Agent at Portpatrick.

Portpatrick, 25th January 1836.

Has been in His Majesty's Navy 41 years, and was appointed agent at Portpatrick in 1825, when steam-vessels were first put on the station. There are two steam-vessels, the "Spitfire" and "Fury," of about 106 tons each, employed for the conveyance of the mails. Their power has been increased, by giving them larger cylinders in 1833, from two 20-horse power, to two 25-horse power engines each vessel. These vessels draw six feet two inches of water, are 94 feet long, and 30 feet 10 inches over all. Vessels of large size could not, without great difficulty, enter Portpatrick harbour; and the only situation in which a vessel could lie afloat in it is where the packets are moored, and there is not room for more than two vessels.

The entrance into Portpatrick is exposed to the prevailing westerly winds, and during a gale from that quarter a heavy sea sets in to the harbour. A vessel cannot get in even to the packet berth until the first quarter of flood, as there is only four feet water at low water ordinary spring tides, and the channel so very narrow and tortuous that nothing but a steamer could attempt it in bad weather. For want of a dredging machine the harbour is now filling up, and unless cleaned out in the summer may in a few years be rendered perfectly useless, even for the present small class of packets.

Were the Portpatrick packets obliged to start at a given hour they would not be able to do it as they must wait for the tide, both going out and coming in, but as they are not limited for time they are enabled to wait for the tide on both sides of the channel.

The facing of the south pier, or the outer glacis, has suffered very much in the gale of Saturday last, a great trench being made in it, and the whole displaced up to the masonry of the pier. During the gale a small sloop, running in for shelter to Portpatrick, was wrecked and sunk inside the harbour.

Were a packet running for Portpatrick in a gale of westerly wind, and happen to arrive off the harbour at low water, she must run on the bank, and remain there until the tide flowed, exposed to whatever sea might be running into the harbour at the time. This has always been the practice when the packets have arrived at low water. Steam-vessels suffer more by getting aground than any other class of vessels.

(Signed) JOHN LITTLE.

We have read over the above statement of Captain Little respecting Portpatrick harbour, and perfectly agree in every part of it.

WM. HENRY, Lieut. R. N. Commander of His Majesty's packet "Fury."

R. T. FAYRER, Lieut. R. N. Commander of His Majesty's packet "Spitfire."

No. 16.

Statement of Captain Little, 25th Jan. 1836.

No. 16.

Captain *John Little*, Agent.

Portpatrick, 25th Jan. 1836.

The "Spitfire" and "Fury" have each a crew of nine men, viz., one captain £250 a-year, one mate £1. 2*s.* 6*d.* a-week, one engineer £2. 2*s.* a-week, one fireman 17*s.* a-week, one steward 13*s.* a-week, four seamen 13*s.* 1*d.* a-week.

Captain Little has also three boats' crews under him; two at Donaghadee consisting of seven men, and one boat's crew at Portpatrick consisting of five men. These boats' crews are paid 13*s.* a-week per man. The reason why two boats' crews are employed at Donaghadee is from there being more difficulty attending getting the packets in and out there than at Portpatrick.

No. 16.

Statement of Captain Little, 25th Jan. 1836.

The coals are bought by Captain Little at the Duke of Portland's colliery at Troon, by order of the Post-office. They are purchased in the summer, and laid in store, at the most economical price. They are not contracted for, nor is he at liberty to contract for them, or purchase them from any other colliery.

Stores of ordinary consumption are purchased by Captain Little at Belfast, Liverpool, or wherever he can get them most economically and best. When stores are issued to the packets, they are not indented for by any of the officers, nor are there any expense-books, or checks, kept on board any of the packets.

The captains of the packets are not held responsible for any stores issued to their vessels; there being no receipt given when issued, nor any taken for old stores when returned. The whole of the store accounts are kept by the storekeeper under the immediate superintendence of Captain Little. There is no system or regulation adopted by the Post-office relative to stores as is done in all vessels under the Admiralty.

He is of opinion that it would be most desirable to adopt the system pursued by the Admiralty, not only with respect to the stores, but in all other matters connected with the maritime branch of the Post-office Department.

The captains of the Portpatrick packets pay £12. 10*s.* a-year out of their salary of £250, towards a superannuation fund. (Signed) JOHN LITTLE.

The packets on the Portpatrick station convey across merchandise in boxes and cases, hides, dead pigs, cattle, donkeys, sheep, &c. &c., Captain Little attending to the packets not being seriously lumbered by such cargoes. (Signed) JOHN LITTLE.

No. 17.

No. 17.

Statements of Captains Henry and Fayrer, and John Wallace, 23d Jan. 1836.

Portpatrick, 23*d Jan.* 1836.

We, the undersigned commanders of the "Spitfire" and "Fury," Post-office packets, declare that our vessels suffer very much by taking the ground at Portpatrick, and that, even lying in their proper berths, they send so violently with the sea that the bilheads, quarter-timbers, and cavels are frequently torn out of them, or very much strained, so as to cause frequent repairs. The packets on the Portpatrick station require always to have additional strengthenings to withstand the sea in the harbour.

We never make any suggestions in the way of improvement, or otherwise, in our packets; because, if we did, we would be certain they would not be attended to, but, on the contrary, we would, as we have experienced, be reprimanded.

We think it quite impracticable to enter Portpatrick harbour during south-westerly gales, the entrance is so narrow and crooked; and even vessels frequently suffer severely in taking the ground near low water time.

It would be very desirable to have another harbour selected, if possible, when so much risk and difficulty would be avoided. Should any accident occur to our engines in getting out of Portpatrick, during a gale from the north-west to south-west, nothing could save our vessels or our lives.

We are frequently put to great inconvenience by carrying cattle, &c., which annoys our passengers by the offensive smell. And at one period, Captain Henry, not wishing to have some families that were on board annoyed by drunken pig-drivers, who insisted on going into the cabin, was, at the representation of these pig-drivers, reprimanded by the Post-office, and made pay the difference between the deck-fare (which he only charged the drunken men,) and the cabin-fare, as he did not allow them to go into the cabin.

There are three rates of fare in the Portpatrick packets, which we think very inconvenient and invidious, as we are frequently at a loss what to do, whether to charge 8*s.*, 5*s.*, or 2*s.*

The 8*s.* fare is for cabin-passengers; but the 5*s.* and 2*s.* are for deck-passengers only, and to be charged according to the appearance of the individual. This has frequently caused great difficulty and trouble in collecting the fares.

(Signed) W. HENRY, Lieut., R. N., Commander of H. M. packet "Fury."
R. T. FAYRER, Lieut., R. N., Commander of H. M. packet "Spitfire."

John Wallace, Carpenter to the Post-office packets.

For the last 10 years I have found it necessary to strengthen all bilheads, fore and aft, of the packets on this station; and, after making them as strong as I could, I find they are frequently torn out by the sea in the harbour. The "Fury's" quarter-timbers were torn out of her on Saturday last. (Signed) JOHN WALLACE.

No. 18.

No. 18.

Statement of Captain Fayrer, 27th Jan. 1836.

Donaghadee, 27*th Jan.* 1836.

Captain R. T. Fayrer, commanding the "Spitfire," Post-office packet, states that he cannot go to Portpatrick to-day, owing to the severity of the westerly gale, and the impossibility of entering Portpatrick from the intricacy of the entrance in such weather.

Were he going to Cairn Ryan, nothing would prevent him taking the mails, as he could then run with safety, in a good vessel, in any weather.

(Signed) R. T. FAYRER, Lieut., R. N., Commander of H. M. Steam-packet "Spitfire."

No. 19.

No. 19.

Statement of Messrs. M'William and Davidson, 24th Jan. 1836.

Portpatrick, 24*th Jan.* 1836.

The engineers of the Post-office packets, "Fury" and "Spitfire," on the Portpatrick station, state that when the packets take the ground, either going in or out of Portpatrick in

No. 19.

Statement of Messrs. M'William and Davidson, 24th Jan. 1836.

bad weather, they are very much shook, and that the engines are exposed to a severe trial. The cement-joints and smoke-joints are subject to be injured when a steam-vessel takes the ground; and if the "Spitfire" and "Fury" were not very small vessels, with light engines, many accidents would occur when they strike heavily going into Portpatrick.

The engines are very light, being only two 20-horse power, with the exception of large cylinders to enable them to work up to two twenty-fives by using expansion-steam. The pressure at present on the safety-valves of the boilers is about six pounds on the square inch.

When the packets are even moored in Portpatrick harbour they range about so much in bad weather that the taughtening of the shore-fasts, and the striking the quay, shakes the engines exceedingly, and renders repairs more frequent, as well as requiring great attention on the part of the engineers to keep their engines in order.

Neither the "Spitfire" nor "Fury" have got a branch-pipe to the force-pump in the engine-room to use in case of fire, nor is there any means of extinguishing fire except by the wash-deck buckets, which it would be very difficult to use if the vessel was going fast through the water. Steam-vessels should always be provided with a pump that could be connected with the engine and used to throw water, by a hose, to any part of the vessel in case of fire.

(Signed) Andrew M'William, Engineer of the "Fury."
Adam Davidson, Engineer of the "Spitfire."

No. 20.

Statement of Messrs. Smith, Davies, Fayrer, and Grey, 25th Jan. 1836.

No. 20.

Donaghadee, 25th Jan. 1836.

The harbour of Donaghadee is very much exposed in gales from the north-east to east-south-east, which occasionally occur in the spring. During these gales no vessel should attempt to enter Donaghadee harbour; were a steam-vessel to attempt it even she would inevitably be lost or very much damaged.

The "Britannia," a steamer that ran into Donaghadee in an easterly gale for shelter, was lost; and at another period two sloops, belonging to the Troon, were wrecked under similar circumstances.

The harbour, at low water, is very contracted, and there is a very dangerous bed of rock right in the middle of it. The bottom is so hard that no anchor would hold; and a heavy sea sets in, in easterly gales, which would dash any vessel to pieces against the pier.

Independent of the danger attending Donaghadee harbour, and its unfitness for a packet-station from the impossibility of entering in easterly gales, there is a lighthouse erected on the pier, which, when it is lighted up, may, from its position, occasion much mischief to vessels navigating the Irish Channel.

This lighthouse will be very soon ready for lighting; and, in our opinion, if the light is not lowered considerably, and the glasses so deeply stained that it cannot be mistaken for the other channel-lights, the most serious misfortunes and losses will ensue.

This subject is, in our opinion, deserving immediate and serious consideration; and we beg leave to suggest that the light should be blinded, except in the direction most useful for a vessel entering the harbour at night.

The harbour-master of Donaghadee, being no seaman, and having no boat's crew, anchors, or hawsers, ready to assist a vessel, considerably increases the danger attending Donaghadee harbour.

(Signed) Chas. Smith, Commander, R. N.,
Inspecting Commander of the Coast-guard.
John H. Davies, Lieut., R. N.,
Chief Officer of the Coast-guard at Donaghadee the last seven years.
R. T. Fayrer, Lieut., R. N.,
Commanding H. M. Steam-packet "Spitfire," four years and a half on this station.

With respect to vessels taking Donaghadee harbour, in east-south-east or easterly gales of wind, they would run great risk of being lost; but a steam-vessel would have considerable advantage over a sailing vessel, and would not be in such danger. The holding-ground in the harbour is not good; and a vessel coming broadside on to the quay would be seriously damaged.

With regard to the loss of the "Britannia" steamer, I was informed she sat down on her anchor; but I was not an eye-witness to the transaction. I was present on the day in which the two sloops came in during a very heavy gale, one of which became a total wreck, the other was got off and repaired.

As to the light, I am of opinion were there a blue-light placed in the centre of the lighthouse, so as to distinguish it from any other channel-light, there would be no danger to apprehend.

(Signed) W. H. Henry, Lieut., R. N.,
Commander of H. M. Post-office Packet, "Fury."

No. 21.

Statement of M r. Logan.

No. 21.

Mr. *Ralph Logan,* Postmaster, Greenock.

Since the new Act came into operation permitting letters to be sent to Ireland and other parts by private steamers, the public have taken advantage of this means of sending a part of their correspondence, which would probably have been sent without the intervention of the Post-office before this facility was allowed. At present it is not sufficiently known to the public that they can avail themselves of the steamers to send their letters by. In the summer season, when the steamers ply regularly every day to Belfast and Liverpool, there is not the smallest doubt that an immense correspondence will be sent by these steamers through the medium of the Post-office and be productive of a considerable revenue, as Mr. Logan believes that formerly the letters were sent by these steamers, although from the regulations which existed the letters could not pass through the Post-office nor any revenue be derived from them. The new system

No. 21.
Statement of Mr. Logan.

coming into operation in the dead of winter affords no fair criterion to judge of what the ultimate result will be here. Mr. Logan is quite sure that it will be considered an advantage to the mercantile interest and also be beneficial to the Revenue.

The present mail-carriage for the conveyance of the Greenock mails has been in use for the last four or five years. When they had a mail-coach from Greenock to Glasgow, the bankers availed themselves of the protection and security which it afforded to send up their parcels daily. No bankers' parcels can now be sent in the gig which has been substituted for the mail-coach. (Signed) RALPH LOGAN.

No. 22.

No. 22.
Statement of Mr. Lemon, 25th Jan. 1836.

Mr. *James Lemon*, Harbour-master.

Donaghadee, 25th January 1836.

Mr. Lemon has been 10 years harbour-master, and was appointed by the Lord Lieutenant of Ireland. He was paid by the Harbour Company £150 a-year up to the last year, when the commissioners informed him they had no funds to pay him from any longer. Mr. Lemon then applied to Sir Francis Freeling for a salary, and he now gets £100 a-year from the incidental fund of the Post-office.

Mr. Lemon was formerly agent to a company of merchants, who took the mails across the channel; he held that situation from 1791 to 1825, when he got appointed harbour-master.

Mr. Lemon is not a seaman; he was paid by the company of merchants when he was agent. He never received any pay from the Post-office until the last year. He looks upon his present salary from the Post-office in the light of remuneration for long services as agent to the private company who conveyed the mails.

This private company would not allow Mr. Lemon anything after the mails were taken from their vessels, nor did they give any allowance to their other officers.

(Signed) JAMES LEMON.

No. 23.

No. 23.
Statement of J. and G. Burns and others.

James and *George Burns, Thomson* and *M'Connell.*

There is now a communication by powerful steamers from Glasgow to Belfast every day (Sundays excepted). They carry a regular letter bag, which arrives at Belfast in considerably less time than they can reach their destination by Portpatrick. The average passage from Glasgow is about 10 hours. Both the companies are desirous of affording every facility to the Post-office for the conveyance of letters, and can have no objection to any arrangements which they may think necessary to make to prevent any fraud being committed. The companies will, in future, put a note to their advertisements, stating that letters will be conveyed by their vessels. It is not, at present, generally known that the Post-office send letters by the private steamers, which prevents this mode of conveyance being as yet generally made use of; although the companies are entitled by the recent Act to 2*d.* on each letter, they do not consider the emolument of any consequence, and would have willingly carried the bag free of any charge to the Government. They consider that they have a great interest in expediting the transmission of correspondence between Glasgow and Belfast, and would be prepared to make a sacrifice to effect this object. (Signed) JAMES and GEORGE BURNS,
THOMSON and M'CONNELL.

No. 24.

No. 24.
Letter from Capt. H. Henry, 12th April 1836.

His Majesty's Packet "Fury," at Portpatrick, 12th April 1836.

SIR,—In reply to your letter of this day's date directing me to report, for the information of the Commissioners of the Post-office Inquiry, as to whether the packets will be able to lie in the outer harbour when the works now in progress are completed,—it is my candid opinion they will not be able to do so with any safety.—I am, &c. (Signed) H. HENRY.

Captain Little, R.N. Agent for His Majesty's Packets, Portpatrick.

No. 25.

No. 25.
Letter from Capt. R. T. Fayrer, 12th April 1836.

His Majesty's Packet "Spitfire," 12th April 1806.

SIR,—In compliance with the directions of the Commissioners of Post-office Inquiry to give my opinion whether His Majesty's packets will be able to lie in the outer harbour when the works now in progress are finished,—I beg leave to state for their (the Commissioners) information, I am decidedly of opinion His Majesty's Steam Packets, nor will any other vessel, be able to lie in the outer harbour, blowing fresh with any westing in the wind when the works are finished, so far as I am able to judge from the proposed place.

I have the honour to be, &c.,

(Signed) R. T. FAYRER.

Captain Little, R.N., Agent for His Majesty's Packets, Portpatrick.

APPENDIX (H.) *Examinations.*

Examinations.

No. 1.
The Duke of Richmond,
23d June 1834.

No. 1.

23d June 1834.

Is your Grace of opinion that the present mode of conducting the establishment by Government packets, is the best which could be devised for the public convenience, and the security of the Post-office revenue?—I am of opinion that the system of employing steam-packets, the property of the Crown, and commanded by efficient officers in His Majesty's Post-office service, is preferable to contracting for the conveyance of the letters in private vessels, for the following reasons amongst others:—that it is of the greatest importance to this country that the correspondence should not be detained or delayed; that you cannot expect the captain, appointed by a private company, should be so anxious to put to sea in bad weather, and, when at sea, to hazard the wear and tear of his machinery and vessel, by forcing it on in a heavy sea, thereby entailing upon the owners, of whom he may be one, a heavy expense,—as the captain in the Post-office service, whose character is at stake, and who would subject himself to dismission if he did not use every possible exertion to effect as quick a passage as possible. From, however, believing that there was a strong feeling in the House of Commons in favour of contract, and not then entertaining the objections I do now to the extension of the system, I tried the experiment, and having abolished the Harwich sailing vessels, I advertised for tenders for the conveyance of the mails to Hamburg, and also to Rotterdam, and made a contract for one year, by which the mails were conveyed to those two places from the river Thames; the vessels were permitted to carry merchandize, and I appointed a marine mail-guard, whose duty it was to take charge of the mail, and to keep a journal, so that the Postmaster-General might be aware of the manner in which the passages were made: the system not having been changed, I believe, the journals, from the commencement, can be produced to the Commissioners; the letters for Sweden were conveyed by sailing vessels to and from Gottenburgh, for which latter service the English Post-office received £1,500 per annum from the Swedish Government. Upon my receiving an application from the Minister of that Crown, to change the place of departure from Harwich to Hull, and to substitute steam in lieu of sailing vessels, I consented that the Swedish Government should make a contract with an English Company, and that the English Post-office should pay to that Government £1,500, as former circumstances prevented the English Post-office from making any agreement with that Company. A contract was accordingly made with a Company at Liverpool, in the early part of this year; but prior to my quitting office, in consequence of some dispute between the managers of the Company, I believe, or from some other cause, an injunction was obtained from one of the courts in London, prohibiting the sailing of the vessel about to depart with the mail; and if the agent of the Company had not procured bail, and taken the responsibility on himself, the packet could not have left Hull, and great inconvenience must have arisen to the commercial interests of the two countries. If the system of contract is adopted in every station, my opinion is, that a legislative enactment should be devised, which should prevent the vessel from being so detained upon any pretence whatever.

You do not think the Postmaster-General, binding down the party by all the penalties of which it is susceptible, is sufficient?—I think not; the bond the Postmaster-General might take from the party would not be a bar to an injunction being granted by a court of law.

Do the public in general show a preference to go by a *bonâ fide* Post-office packet, to going by a private packet?—The public prefer going by the King's packets. It will, I believe, be found on inquiry at Liverpool, that the King's packets go to sea frequently when the private vessels remain in harbour.

Was there not a representation, on the part of the merchants of Liverpool, when there was a question as to contracting for the packets from that port?—There was a strong representation, though the packets were established principally with a view to carrying letters; yet still I have ever felt that they should be made as convenient as possible, for the conveyance of passengers: the private packets carry merchandize, and you must be aware that great inconvenience would arise to the public if the Milford, Dublin, and Holyhead packets were to carry a cargo of pigs and cattle.

Has your Grace had representations from gentlemen, of the crowded state of the decks on board vessels carrying the mails to Hamburg and Gottenburgh?—Yes; but when I inquired into the particular complaint that was brought before me, I did not find there was much ground for it.

Those things might be excluded by terms in the contract?—Certainly; but if you were to prohibit these vessels from conveying cargoes, the expense would be very much increased; indeed at present it is very large.

Your objection generally to any proposed change, and the steam-packet service being by contract, is that the restrictions with which you consider it necessary that the contract should be accompanied, would be such as to prevent its being a contract, desirable for parties to undertake?—I think the private vessels would not make the passages with as much speed and regularity as the King's packets; indeed at the present moment there are not, in my opinion, sufficient Steam Companies established, to ensure the necessary competition for the contracts; and if the Government were to adopt the system, and to get rid of the Post-office packets, the Postmaster-General would be at the mercy of the Companies, and would be obliged to give them whatever sum they might ask for the conveyance of the mails. If I recollect rightly,

I only received two tenders for the contract advertised to Hamburg and Holland; I accepted the lowest, which was immediately sold to the other party.

You are inclined to believe that the result of such experiment would not be a reduction of expense to the public?—I think it would not be economy.

Would it not be more certain of success in short passages, for instance at Dover, where there are a number of private vessels?—The Dover station consists of the packets to Calais, which are profitable to the Revenue, and also to Ostend; a smaller number of packets perform the duties of both stations, as one packet in reserve is sufficient. I believe that the Post-office packets of England and France, between Dover and Calais, are a great convenience to the public of both countries, and that the owners of the private packets are prevented from increasing their charges of passage, by the opportunity which is given to every person to select a Post-office packet, if he prefers it. The mail is conveyed to the Isle of Man from Liverpool by contract, and the mail boats in the West Indies are procured by the same means.

No. 1.
The Duke of Richmond,
23d June 1834.

No. 2.

No. 2.

14th March 1835.

Mr. *Thomas Lawrence* was examined as follows:—

Mr. Thomas Lawrence,
14th March 1835.

The Commissioners wish for an account of the particulars of the expense of a steam-boat; what objection is there to furnishing that?—The Postmaster-General has desired me to bring the papers we have, hoping they may contain sufficient information. There are no means of furnishing the account in the detail desired; we do not keep an account against each vessel. I will show your Lordships a statement, made out by our Accountant-General, for the year 1833.

How does he keep his accounts?—By taking an abstract of the agent's accounts, which are in detail.

Under what system does he keep his accounts; by day-book, or a cash-book?—He has those, of course, as regards the Revenue, but the accounts of the packets he has sent up to him quarterly, and he enters only the general abstracts from the agent's accounts into his books.

Has he not a ledger?—Yes, no doubt; but not containing the account in the detail pointed to by the order.

[*The witness produced the accounts of the vessels on the Milford station.*]

Is there not a separate account of the expenses of each vessel, and its wear and tear?—In the agent's accounts those are separated, certainly; but as those accounts go to the Audit-office, where the items are all kept, and where they are exceedingly numerous, we should have the greatest difficulty in making out those accounts. A very voluminous account it would be if it could be afforded.

Where are the agent's accounts audited?—They are checked in the Post-office, and incorporated with our general account, and then they are sent to the Audit-office as vouchers to our general account.

You do not keep any account in the Post-office of the detail, or the total charge of each of the several packets, not even as to repairs?—No.

The directions for the expenditure in the construction of the steam-boat, and the terms on which it is to be done, of course proceed from the Postmaster-General?—Yes.

If a steam-boat is ordered and completed, to whom is the bill for the construction of the vessel and her machinery presented?—To the Postmaster-General.

Is that examined in the Secretary's office?—It is.

What is the next step?—The next step would be to send it to the Accountant-General to be examined as to its calculation, then a warrant is formed upon it for the signature of the Postmaster-General to pay the account.

From your experience in the office, how does the Accountant-General treat that?—My account for building the packet would be sent to the Accountant-General to check it as to calculation; he then returns it, if he finds it correct, to the Secretary's office, where a warrant is made out for the payment: when that warrant is paid, the Accountant-General then enters it in his books—the total of the warrant for building the hull of a vessel, the engines for a vessel, or whatever it may be.

In what book does he enter it?—In his ledger.

Has he separate heads in his ledger for the steam-packets?—For packets generally.

Not under the different stations?—No.

As to the practical working of a steam-boat at Dover, who pays the wages of the men, the coals, the oil, and the *et cæteras*, to put that vessel in motion?—The agent.

How often does he send up his account?—Every quarter.

Is that a detailed account?—Yes.

What becomes of that account?—The Accountant-General enters the general abstract in his books, and the vouchers the agent sends go with the general account to the Audit-office: the vouchers are not entered by the Accountant-General. There is another form of account, which the Postmaster-General thought might answer the purposes of the Commissioners [*presenting the same*]. These statements are made out every year for the information of the Postmaster-General. They are laid before his Lordship, with an explanatory report, of which this is one. [*Presenting one.*]

What is the sailing-packet here referred to?—It is one of our vessels we are not able to sell.

What service does she perform?—She has been employed but very rarely: she is laid up in ordinary.

Examinations.

No. 2.
Mr. Thomas Lawrence,
14th March 1835.

The agent for the packets sending up a general return of the expense for the quarter, the items of that account are not entered in the ledger of the Accountant-General?—They are not; the Accountant-General satisfies himself that the charge in the abstract is correct, by examining the vouchers which contain the items of charge.

Is the captain's log examined in the Secretary's office?—Yes; it comes up every day.

The question refers to the log for his expenditure on his vessel?—The captain makes no entry of that sort.

Do your vessels hoist a pendant?—Yes.

Then they are not examined on going into Calais?—Not that I am aware of.

Do they carry goods?—No.

When were your last quarterly accounts up to?—Up to the 5th of January.

Have they been sent to the Accountant-General?—The Accountant-General has had them; I do not think they are gone to the auditors yet.

Do they go to the auditors at the end of the year?—I believe so; as soon as we can get the general accounts finished for Parliament.

Is all the expenditure of the vessel defrayed by the agent of the packet?—Yes.

Is an imprest forwarded to him for the money?—Frequently.

Is money issued at the Post-office without the signature of the Postmaster-General?—Never; he signs all orders for payment.

Who is the packet agent at Dovor?—His name is Hart.

Is he clerk of the deliveries as well?—He is; he checks them.

Is there a store there?—There are very few things sent from London that cannot be supplied at Dovor-office quite as well,—cordage, and so on. He purchases at Dovor things as they are wanted.

How is that with reference to things wanted for the machinery?—They must be supplied from London.

There must be some articles wanted there; occasionally a crank, or the failing of a screw?—Small articles are supplied in the town; but if there was a failing of a crank the vessel must be brought up to the river; that would not be done there.

Do you keep any store of the particular articles of machinery there, ready for fitting at the moment?—I think there are some duplicate parts kept; but I am not prepared to say what are the particular parts.

The charge at Holyhead for stores is £7,173?—That is a general depôt: the vessels are taken from Liverpool and other stations to be repaired there. Stores of all sorts are kept there.

Are not the accounts kept, like those in a merchant's yard, to show the stores appropriated and worked to each vessel?—Precisely so, in the agent's accounts.

The agent is discharged by the delivery of certain stores to certain vessels?—Yes.

Who is the Accountant-General?—Mr. Court.

After the accounts have gone to the auditors, are they returned to the Post-office?—No.

Do they remain with the auditors?—We presume so; we get our discharge, and there is an end of them.

How are returns made to Parliament for the last few years?—They are generally asked for under general items; not so much in detail.

The Accountant-General's book is only a check on general heads?—Yes, and not upon the particular items.

The Accountant-General could give, under general heads, the whole of the expenditure which has taken place at Holyhead or Dovor?—Yes; these are the very accounts furnished by him for each station. [*Presenting them.*] These could be furnished for any number of years, together with the explanatory report furnished to the Postmaster-General.

Are the harbour dues paid on coming into Dovor, or Calais?—They are paid at Dovor for the French packets. There is a countervailing account, and there has been generally a trifling balance payable to France, their boats being smaller.

Do the steam-boats from England to Guernsey, and so on, carry troops free of charge?—They do.

The general accounts are sent to you?—Yes, accompanied by vouchers.

In what manner does the Receiver-General forward his money to the Bank?—The Receiver-General is no officer of ours; he is an officer of the Treasury.

Then all the money received from the country postmasters, the money of the window-men, and of the letter-carriers, receipts for steam-packets, and so on, is lodged with the Receiver-General?—With regard to the country postmasters, they remit according to the amount of their receipts, and according to the rules laid down for them, either weekly, or every fortnight, or every month. They remit in bills, or in bank-notes, or cash, under cover, to the Secretary. The remittance is entered in the Secretary's office, in a book, distinguishing the bills, and the notes, and cash. That book is sent down with the remittance to the Receiver-General, who, if he finds it correct, signs his initials against each sum. That book is afterwards transferred to the Accountant-General, that he may check the Receiver-General's receipts, in as far as the country postmasters are concerned. A charge is raised against the window-men and against the letter-carriers by their superior officers. One copy of that charge is sent to the Receiver-General, and the other to the Accountant-General, that he may check the Receiver-General. The Receiver-General then debits the officer with the amount, which he pays every second day.

There is an account department in the Secretary's office?—No further than a simple journal of the remittances.

In what book are the accounts of the agents for the packets inserted?—Not in the Secretary's office at all. They come up to the Secretary's office merely for the purpose of inspection, and are then handed over to the Accountant-General.

Is there no note taken of them in the Secretary's office?—None.

What is the charge on a ship letter, if delivered in the place where it is landed?—Eightpence.

Then if it has to be sent from the place where it is landed to another place, what is charged upon it?—The inland postage in addition.

You keep an account with the country postmasters?—Only as regards the remittances.

Do they not sometimes make deductions for expenses paid by them?—They make considerable payments, but there is an allowance made in the Accountant-General's office for those current payments, so that they are called upon to remit their net receipts, as nearly as may be, at the regular periods.

Their accounts are sent in to the Accountant-General, and then passed on to the auditors?—Yes.

You do not pay transit postage to any other country but France?—No.

Can you inform the Commissioners as to the system of paying the transit postage, whether the letters are paid for in their transit from this country to Italy, or in their transit from Italy to this country?—We pay transit to France both ways. On the letters from Italy and to Italy we pay a certain charge, according to treaty, for the conveyance through France; so much an ounce.

Does that extend to all countries?—No, not to all countries: we pay transit to and from Italy, to and from Spain, but only one way from Switzerland, and from certain parts of Germany.

Do you pay transit to Holland and Hamburg?—No: Belgium, Holland, and Hamburg forward all our letters without charging us with transit; then the whole of the expense of the steam conveyance to Holland and Hamburg is borne by England.

Can you state the principle upon which the charges of the steam conveyances are made; Are not the charges larger for the shorter passages, from Portpatrick to Donaghadee, for instance, as compared with the passage from Milford to Dunmore?—I am not aware of the principle. I am aware there is a difference. I know that these rates were arranged some six or seven years ago by an Act of Parliament, but I am not aware of the cause of the difference.

The Commissioners have called for an account of the number of persons employed in the Post-office packet service, as agents, captains, engineers, officers, and men?—That is all contained in the report of the Commissioners of Revenue Inquiry. There has been no material alteration since that return was made.

Can you state whether the parties are entitled to any superannuation or retired allowance, and if so, for what period of service?—If they become disabled there is a settled allowance of £150 a-year to commanders when worn out.

Is there an allowance to the widows of men dying in the service?—The widows of commanders of packets, if left in indigent circumstances, have small allowances, not from the Revenue, but from a fund formed of the mulcts of commanders, which they pay when they remain on shore, varying from £15 to £30 per annum, according to the circumstances of the case; but the widows of the men are not entitled to anything, not even if the men are drowned in the service. The Treasury issued a special order upon that point some years back, that as no such allowances were made in the navy, they could not be entitled to it under the Post-office department.

Must a letter going to the West Indies be paid for in this country?—No; not if going to a British Colony.

It must, if going to India?—Yes; we have no means of collecting the postage in India.

Have you any authority over the inland postage in our Colonies?—Yes.

Is the Post-office in Jamaica, for instance, a branch of your office?—Yes.

From an inland part of Jamaica can a letter be sent o London without payment of postage there?—Yes; I believe it can.

In the return made to the Commissioners it is stated there are 5,724 letters returned from France, and that the English Post-office have returned 3,403. As to letters returned from France to England, has that arisen from misdirections, or from persons refusing to take in the letters?—The only way in which we can account for the difference is this,—that so many who travel in France, of our countrymen, do not leave their addresses, or have left their addresses as being returned to England. I have observed a great number of those letters have been so marked by the French office, "Returned to England," and we have been able to deliver very many of those to the parties in England.

Is there any statement of their being refused by the person?—Yes, a good many; but then we don't know the cause; merely "Refusée" being written upon it.

Does that appear to be for want of payment of the postage?—That does not appear.

How does the law stand if a letter were returned from France? In the dead-letter office it is opened; if you find any names and address well known, have you a right to demand the postage from them?—The postage has been previously paid to France. It is opened and put into a printed cover, addressed to the writer, and no postage from France is charged. If there are any letters returned from France for persons whose address can be found out in this country, they are charged with the postage from France, on delivery.

Can you legally enforce the demand?—We cannot enforce the demand.

You have not returned letters from any other country than France?—We have made an agreement with Belgium for that purpose, but have not yet had any sent. Their custom is to keep, as we understand, the letters three months in their office before they return them, and they have not yet made any return to us: we send them to Belgium once a-month.

What would occur in France if letters were sent from Italy directed to an Englishman in Paris, and that Englishman never called for his letters, would they forward those letters to

No. 2.
Mr. Thomas Lawrence,
14th March 1835.

England?—No; they would not send them forward, for they would want the payment of the French postage.

Neither from Hamburg, or Berlin, or Madrid, have you any letters returned?—No; we have no direct communication with Berlin or Spain; with Hamburg we have.

Have you any complaints that letters addressed either to Germany or Spain do not reach their destination?—There are occasional complaints.

No. 3.

T. Lawrence, Esq.
21st March 1835.

No. 3.

21st March 1835.

Thomas Lawrence Esq., was again called in and further examined, as follows:

You have seen some papers, and heard a great deal as to what is called the optional payment of postage to France?—As far as I recollect, they have proposed three different modes, at the option of the parties; the one is, not to pay any postage at all on putting in the letter, the other, to pay the whole postage from hence to the destination, on putting in the letter, the other, only to the frontier, as at present.

Do you see any practical difficulty in such a law being adopted?—The most simple mode would be, not to have a portion only of the postage paid, but I see no practical difficulty in it.

Are you aware that it is a practice adopted through the greater part of Europe at the present time?—I have understood so, but I have no evidence of it.

You see no objection to adopting the first and second of these propositions?—I do not, practically.

And with respect to the third, your objection is, that it is a littte more complicated?—Just so.

Would not there be more convenience, if there were but one account to be kept with France?—Although we send only by way of Calais, we have three, if not four different bags, and as many different accounts with France. There is the bag for Calais, for Boulogne, for the Departments of France, and for Paris, and the account is transacted entirely with the head office at Paris.

Then you have an account at Calais, which is transferred to the account at the head quarters at Paris?—The Calais postmaster transmits his account to Paris; we have no account but with Paris.

Although you send four separate bags, and four separate letter-bills?—Yes.

The postmasters at Calais and Boulogne, forward their own separate account to the head office at Paris, which takes in all their charges and payments into their account in settlement with you?—Just so.

Have you any difficulty in settling your account with the French Post-office?—Their accounts are very inaccurate. I hardly recollect an instance in which their monthly account is correct. It was only yesterday, that I sent back, for a second time, an account of theirs for one month.

Is the error to a considerable amount?—No, the amount is trifling, but still the accounts are incorrect. The French send to us, every month, an account between office and office, for our correction, and at the end of three months there is a general account made up by them, and there is always a balance due to France on account of the transit postage.

What is the objection to sending Prices current as newspapers, limiting them to seven grammes?—I conceive the great objection would be, that we should have very few letters; the merchants would not write concerning the prices of the commercial market, if they could send a Price current at a reduced rate of postage.

Is it not possible that it might increase the number of letters, by merchants seeing the prices, and writing for orders?—I think not, for at present the merchants send the notices of the Exchange, or the prices, and the different articles, in a letter that pays postage.

Of course they could not send any speculative opinion as to the probable rise and fall?—They could not in a Price current.

You do not think that giving facility of information of that sort would increase the correspondence?—I do not think so, because that information is now conveyed by the mercantile letters, a great many of which contain nothing but the prices of the market, and many of those are printed.

Might there not be a great increase of the number of Price currents, which, being charged at a moderate postage, would go to make up for the loss upon the letters?—That would depend upon the rate, because if the Price currents were sent for 2*d.* and the postage of a letter be 1*s.* 2*d.*, it would require a great many Price currents to make up the difference.

Can you state any practical result, as to whether in Holland or any other country, the letters are diminished by sending Price currents?—There are none go.

In the Act of the last session there was a permission given to the Postmaster-General to grant licences to forward Price currents?—That related only to certain commercial lists which had been forwarded under the privilege of the clerks of the roads, but not to Prices current generally.

Has he granted any licences for that?—The same parties whose lists were forwarded in this country, by the clerks of the roads, continue to forward them, on payment of a commuted rate as nearly as possible the same as what they paid to the clerks of the roads.

Is that divided among the clerks?—No, it is so much Revenue.

What compensation was given to the clerks of the roads?—They had a compensation taken upon the average of their profits of the last three years.

Are they still news agents?—Not any of them; they have given a solemn declaration that, neither directly or indirectly, have they anything to do with the newspaper trade in any shape.

At what rate do newspapers now go abroad?—They go for 2*d.*, they would go for nothing, if they would be delivered for nothing abroad. We made a proposition to France that if they would deliver English newspapers for nothing in France, and charge nothing for French newspapers coming here, we would let them all go free, and deliver them free.

Are you of opinion that allowing Price currents to go at a small rate would seriously diminish the Revenue?—I think so.

Under any guard?—Under any guard.

For your steam-packet service, are the stores advertised for and taken by public tender?—No.

In whose department is it to select them?—The agent obtains the supplies as they are wanted, at each port.

Have you a boat at Dovor to bring coals?—No, we contract with a person in London who supplies Elgin coals.

Were they taken upon contract originally?—Upon contract; they have had a contract of some years' standing; the contractors are a very respectable house in London, and they have reduced the terms of their own accord, as much, I believe, as 3*s.* a-ton.

Is that a contract for a limited period?—It is terminable whenever we like.

Do you know what you pay at present per ton?—I think at present 23*s.* 6*d.*, delivered into store at Dovor.

How long has that been the price?—I think about two years.

It does not appear that in his accounts the agent gives a return of the quantity of stores in hand in each quarter?—Not in his accounts, but we have a return monthly of the stores of the preceding month, the stores consumed in the month, and the remainder, but that is not done at Dover, because he has hardly any stores in hand; the things that are required are bought of the trades-people at Dover; he has perhaps got a little cordage sent down from London, and that is all.

If anything goes wrong in the machinery, is that replaced by the smiths and people on the spot?—Yes, unless it is something very serious.

Cranks for example?—For cranks they would be obliged to come to London; Bolton and Watt always supplied us duplicates of cylinder covers, piston rod, fire-pump, bucket, rod, and a few braces of various parts; when they furnish an engine, they include in their price these duplicate parts.

And when they are worn out or consumed, you have a fresh supply?—A fresh supply is sent down.

From what documents were the accounts you presented the other day, formed?—They were formed by the Accountant-General from his accounts. There is one account that was not made by the Accountant-General; that was formed from various documents in the Secretary's office.

It appears in this account that the wages and provisions for six vessels are stated at £10,664, which does not at all agree with the amount stated for each vessel in the same account?—I can explain that; we have a large land establishment at Holyhead, there is a regular engineer's work there; a work yard, and 73 men employed there, and their wages are included here. The victualling allowance to the crews is also included. This is quite a rough account, and we were going on to make some explanations. I merely brought this as a rough account, to know whether such an account as this would meet your Lordships' wishes.

At what period was it that you made the agreement with the St. George, or the City of Dublin Company at Liverpool, about passengers, one to take one class of passengers, and the other the other?—I think it must have been about the year 1828.

Was the variation of the prices with the authority of the Postmaster-General?—Certainly.

Do you suppose that there is his written authority for it, to vary the prices from £1. 10*s.* to 10*s.*?—I have no doubt of it.

Sir Francis Freeling says, in his letter to the Treasury, that he entered upon the packet service in the spirit of putting the office upon the footing of private adventurers; have the receipts answered the expectations?—They have not, certainly.

To what do you attribute that, to the increase in expense, or the diminution in fares?—I do not know what to attribute it to, but I know that the receipts have not paid the expenses.

In the estimate of the Portpatrick station, it is stated, in page 57, that that passage would pay its own expenses, do you know the cause of there being a considerable deficiency each year?—I presume it is from the number of private passage-vessels passing between Scotland and Ireland.

Was there ever any application made for a contract to carry the mail between Portpatrick and Donaghadee?—I never recollect any.

Who made the agreement between the Post-office agent and the City of Dublin Company, that the one were to take the cabin passengers, and that the other was to take goods and other descriptions of passengers and cattle?—It was made by the authority of the Postmaster-General.

Was it a written agreement?—I think not.

Have the other party adhered to the agreement?—I believe so.

Do you know who made the arrangement?—I believe it was made by Mr. Freeling and the managing director of the company, Mr. Williams.

Do you mean by Mr. Freeling himself?—I think by Mr. Freeling himself.

Was an offer made by the Post-office to the Government at Belgium, for the interchange of newspapers?—Yes, there was, immediately after the passing of the Act of last session.

Was it a letter from the Secretary?—It was. No reply has been received.

What is the Richmond tender at Liverpool?—She is a small steam-vessel that we employ

Examinations.

No. 3.
T. Lawrence, Esq.
21st March 1835.

for the purpose of putting the mails on board, when a packet is obliged to lay down the Mersey at Walsley Pool, and at other times she is employed in collecting letters from vessels arriving in the port of Liverpool.

Is she ever let out for hire?—She is occasionally hired out to tow vessels.

At how much a journey?—That I suppose must depend upon the length of the towing.

Does the Dutch postmaster still continue to have the power of sending newspapers free to this country?—He does not; I apprehend that he only sent them free as regarded the postage in Holland, but here they would come under the privilege of the Foreign Office, but that has ceased.

To what states were letters sent, with respect to newspapers?—To France, Belgium, Holland, and Hamburg; those are the only Post-offices with which we were in direct communication; but the Foreign Secretary of State was requested to communicate with other countries to which packets go, upon the subject.

Has any such communication taken place?—We have never heard anything further upon the subject.

There was a favourable answer from Hamburg, was there not?—Quite so.

But not from Holland, Belgium, or France?—France declined provisionally. Holland declined it quite, and furnished us with answers they had obtained from Hanover, and I think from Prussia, declining the free interchange.

[*The witness is desired by the Commissioners to send a copy of the letter sent to each of the foreign states and of the answers that have been received.*]

With respect to the Richmond tender, has it been constantly the habit to let out the tenders in that manner. It has been done from time to time; it is only seldom done.

Could you conveniently do without the tender?—No, we should always be obliged to hire a vessel when the packet was lying in the Mersey, and we should lose a great deal of postage. In the course of the last year, that tender collected as many letters as amounted to nearly £10,000; we found that the letters were delivered at the counting-houses of the agents and the merchants, and we lost the postage.

Suppose a letter is put in the post for New York, it goes by the regular packet from Falmouth?—Yes.

What course does a private individual take, if he wishes it to go for expedition's sake by the New York packet?—If he designates it "By ship *viâ* Liverpool," that would be sufficient.

Are not the greater part of the community ignorant of that?—All the merchants know it, and that route is very much resorted to.

What is the reason that the newspapers are refused to be taken in at the Branch General Office an hour and a half before it closes for letters?—It is in order that we may get them up the earlier to make up the bags.

Would they be very numerous after that time?—Very, for newspapers are almost always brought at the very last moment.

Is it not inconvenient for those persons wishing to send out evening newspapers?—It is so, but I do not see how that can be avoided.

Do you know what the number of evening papers are that are sent out?—We keep no distinct account of morning and evening papers; we could tell the gross number sent out; by far the greater number of the newspapers for the country come just as the clock is striking six.

Do you know what is the number of newspapers sent?—On Monday perhaps 60,000; on another day 40,000 to 50,000; on Monday sometimes 70,000.

How long will it take a person to sort a thousand newspapers?—I have no idea; it takes much longer than the same number of letters on account of the bulk.

Are not a great part of the newspapers delivered before the end of the day?—By far the greater number come in within the last quarter of an hour.

Might not an additional half hour be given at the great receiving offices?—I think it could not be done without putting us to confusion.

At what o'clock of the day does the sorting begin?—At five o'clock.

Are there not a great many letters put into the Post-office before that?—Not many, everybody delays writing till the last moment. We find, with regard to our Foreign Office, which is kept open till eleven o'clock, that there the greatest crowd is always just at eleven.

No. 4.

T. Lawrence, Esq.
28th July 1835.

No. 4.

Tuesday 28th July 1835.

Mr. *Thomas Lawrence* was called in, and examined as follows:

What situation do you hold in the Post-office?—Chief-clerk to the Secretary.

How long have you filled that situation?—About 12 years.

Are you well acquainted with the subject of the steam-packet service?—I have had a great deal to do with it.

Will you have the goodness to state what part of that service is done by contract, and what by establishment?—The service of conveying the mails between London and Hamburg and Holland is done by contract; between Liverpool and the Isle of Man is likewise done by contract. The others are done by vessels, the property of the Crown.

What are the others?—Portpatrick and Donaghadee, Liverpool and Dublin, Holyhead and Dublin, Milford and Dunmore, Weymouth and the Channel Islands, Dover and Calais, Dover and Ostend.

Have the communications with Hamburg and Holland always been done by contract?—Previous to 1832, it was done by an implied contract from Harwich by sailing vessels; that

is to say, by vessels introduced into the service, the property of the commander, who was appointed by the Post-office.

Are the steam-vessels that now carry the mails between this country and Holland commanded by officers named by the Post-office?—No.

The Post-office exercises no patronage of any kind with reference to those vessels?—None, excepting the appointment of a man to take charge of the mail, and who is paid by the Post-office.

When was the present system of communication between this country and Holland begun?—It began in September 1832.

What is the nature of the contract?—Of the present contract or the one in 1832?

What was the nature of the contract in 1832?—It was an engagement to convey the mails twice a-week between Holland and London; twice a-week, during six months in the year, between London and Hamburg; and once a-week the remaining six months of the year; and at the discretion of the Postmaster-General the contractor engaged to convey an extra mail during three of the six winter months at a certain extra payment, £150 a-mail; that is during the time the Elbe was considered to be open.

Was that contract submitted to public competition?—It was in the first instance.

Has any alteration taken place in the system, under which this service is contracted for?—Yes, in this way; by the present contract two mails per week during the whole year are conveyed to Hamburg without any extra payment.

For what length of time was the contract entered into in 1832?—For one year certain, and with three months' notice to quit.

Have you gone on with the same contractors since that time?—They have been the same parties, but with a renewed contract.

Who was the first party you contracted with?—The first party was Captain Doran, one of the directors of the General Steam Navigation Company; when tenders were advertised for, a person in London of the name of Gibbs, on behalf of the St. George's Company of Liverpool, tendered to perform the service; and a contract was drawn up and signed by two of the St. George's Company, on behalf of the rest. They came to London, and, for reasons best known to themselves perhaps, they wished to withdraw the contract, and they were allowed so to do. The contract was cancelled; in fact, at that time they had not vessels here to perform the service, and they proposed to do it by means of the General Steam Navigation Company's vessels. Then, upon the annulling of that contract, Captain Doran, on behalf of the Steam Navigation Company, took it upon the terms which the Liverpool people had agreed for in the first place.

What are those terms?—The terms then were £13,350, and the £150 for the extra voyages to Hamburg.

That was the first contract?—Yes? that continued but for a very short time; in fact, there were remonstrances at that time, because there was only one communication a-week between London and Hamburg; the merchants of London remonstrated and the people at Hamburg likewise, and then a fresh agreement was entered into with Captain Doran to take two mails a-week during the summer six months, and that increased the price to £16,000.

And is that the present rate?—The present rate is £17,000, but then there are two mails per week, every week, to Hamburg throughout the year, and two to Holland.

This sum is paid, I suppose, for the mere conveyance of the letter-bags?—For the mere conveyance of the mails and the men in charge of them.

Do they not give the man a cabin to carry the bags in?—They do; and they feed him too, which is no part of their contract, and they have so far acted very liberally.

Has the Post-office reason to be satisfied with the conduct and punctuality of these parties?—Perfectly so.

At the time when this contract was taken by the parties who at present hold it, were there any offers made by any other parties?—Not on the last occasion; tenders were advertised for, and the only offer received was from the General Steam Navigation Company; that Company has recently become incorporated, and therefore it tenders itself as a Company; formerly Captain Doran, as one of the partners, was the only person who could accept the contracts. On the first occasion of the contract, in 1832, there were four offers.

Has the contract been re-opened to public competition?—It was, last year.

Had you any tenders at that time from any other parties?—Not one.

In the event of the principle of a contract being substituted for that of establishment in any of the other lines of steam-packet communication, do you imagine there would be any difficulty attending companies coming forward to supply boats?—I should apprehend that, excepting at Dover and Liverpool, the thing could not be done.

For what reason?—Because, on those stations, the number of passengers would pay, and on the other stations, the passengers are so very few that it could never answer to the parties, as the receipts would not meet the expenses.

Of course, on those stations where there were few passengers, the Post-office establishment must be more expensive?—Undoubtedly so.

More so than in those places where there are passengers?—Certainly.

Then, of course, any companies undertaking to furnish packets on such stations, would require higher prices than on those stations where there was a probability of carrying passengers, would they not?—I should presume they would not work their vessels at a loss.

Do you imagine that, provided a proper price was paid, there would be any difficulty in finding companies to undertake the duty?—I should imagine if expense is no object, that companies could be found.

The Dovor packet is not by contract, is it?—No.

Examinations.

No. 4.
T. Lawrence, Esq.
28th July 1835.

That packet waits and starts at any hour that suits the convenience of the mail, does it not?—Yes; from this side.

If you had the packets by contract, could you make the packets start at your own hours; do you make the Hamburg packets start at any hour you like?—They are generally regulated by the state of the tide in the river. The contract is to go as soon as the mail is put on board, or as soon as possible after the mail is on board; but the tide and navigation of the river is very uncertain.

Have you the power of detaining a packet between this country and Holland, if you wished to do so; to stop it for an hour or so?—Certainly.

For the sake of the mails?—We have done it for the despatches of Government.

What is the present state of the Post-office steam-boat establishment at Dovor as to number?—There are five packets employed; that is, for the combined service of Ostend and Calais.

What is the annual expense of that establishment?—I cannot speak from memory. It has, on many years, more than paid its expenses.

There are boats at Dovor also by a company, are there not?—There are several private steam-boats.

That cross every day as well as the mail boat?—Yes; both to Calais and Boulogne, but none to Ostend, I think.

Are you able to state at the present moment, that the steam-packet establishment at Dover more than pays its expenses?—I think it would not this year, for we have been at considerable expense in altering vessels.

But, taking an average of the last few years, have you any doubt such is the case?—We have even received remittances on account of the revenue from Dovor.

Can you furnish the Commissioners with a precise statement on this subject?—Certainly.

Under whose control are the Dovor packets now directed; who overlooks them?—There is an agent of the Post-office at Dovor; an agent for the packets.

How is he paid?—By salary.

Who contracts for coals and stores, and other things necessary for the steam-packet service, on the Dovor station, for instance?—The Post-office contract with a house in London for the supply of the coals there; and such things as are wanted in the shape of smaller stores are supplied by trades-people at Dovor.

Who manages and controls that part of the expenditure?—The agent; the captains make the requisition to him for certain stores, as they want them.

In what department of the Post-office are his accounts checked and superintended?—Mr. Freeling generally examines the accounts; the accounts come up quarterly, and he sees that there has been no improper expenditure, or that things have been duly authorized.

Is your agent at Dovor a practical seaman?—No; he is not.

Have you any professional authority at the Post-office, to whom subjects of this kind are referred?—No seaman.

In point of fact, Mr. Freeling is the only person who superintends that part of the public service?—Just so.

Who appoints the captains of those vessels?—The Postmaster-General.

And all the inferior officers?—Sometimes the mates, but they are generally seamen, generally, or indeed, always of the packet service who have conducted themselves well.

What is the salary of a captain of one of these packets?—They vary on all the stations.

Can you furnish the Commissioners with a return of the salaries on the different stations?—I can mention them.

Do so?—Dovor and Ostend £400 a-year; the three senior commanders on the Dovor and Calais stations were formerly in possession of the sailing packets, which were their own property, and of course the situations were very lucrative ones, and on the introduction of steam-packets they were allowed a per centage on the gross receipts of that station, by way of compensation to them for the loss they sustained, in addition to the £400 a-year.

And which they now enjoy?—There happen to be three remaining.

And is it confined to them?—It is confined to them; as they die off the per centage will cease.

What is that per centage?—It amounts, one year with another, to about £300 a-year.

What is the per centage?—It is calculated in this way: if the gross proceeds are under £10,000 in the year, they are allowed 10 per cent.; if it is above £10,000, they are allowed 9 per cent.; it is as nearly as possible between £10,000 and £11,000 a-year, one year with another.

Have the goodness to state what are the salaries received by the officers on the other stations?—Weymouth £280 a-year; Milford £300 a-year; Holyhead there are two at £500 a-year, and the rest at £400 a-year.

Are you aware of the reason why there is so great a disproportion in the salaries of officers commanding steam-packets on different stations?—It was with reference to the rank the stations held on the service; the emoluments of some stations were always smaller than others.

Are the vessels of a different class and description which they command?—They vary as to size, but that has no reference to the salary.

What are the qualifications necessary to be appointed a captain of a Post-office packet?—The greatest part of them have been officers in the Royal Navy; the others have been brought up, I think, with one exception, in the packet service, and promoted.

How do they go into the packet service at first—as what?—Many have gone in quite as lads—as boys in fact, before the mast.

Who controls the receipts of the money received from the passengers?—The agents at each post.

Are the captains answerable?—The captains are answerable—they furnish the agent with a daily bill.

How can he check that daily bill if they give in a wrong number of passengers for instance?—The bill is made out by his mate, or the steward on some stations, the captain signs that, acknowledging it to be correct.

What does the steam-packet establishment at Holyhead consist of?—Six steam-vessels.

Which ply between that place and Dublin?—Yes, twice a-day.

Can you state whether that establishment has, or has not paid itself?—It has not latterly.

What has been the loss to the public of late years?—I could furnish that, but I cannot state it from memory.

Is there any private Company there which enters into competition with the Post-office —Not any—not even a passage-vessel.

What is the establishment at Liverpool?—Four steam-packets.

Does that establishment pay itself?—Except when there are some very heavy repairs it clears itself.

Are there private establishments that enter into competition with the Government establishment at Liverpool?—I will not say they are in direct opposition—but they sail on the same line.

What is the establishment at Portpatrick?—Two packets.

Does that establishment pay itself?—No, it does not.

Is the loss considerable upon that establishment?—It is not very great; but the passengers are very few there.

What is the establishment at Weymouth?—Three packets.

Does that establishment pay itself?—It does not.

What is the loss?—It is not a very great loss, but I cannot speak from memory.

The only one that does pay itself is Dovor?—Yes, that is the only one that has paid itself.

You state you contract for the conveyance of the mails to the Isle of Man?—Yes.

What is the date of that contract?—I think it was made last year.

Who are the parties with whom that contract is made?—The parties are a steam-vessel company in the Isle of Man, the Mona's Isle Company.

Do you remember what is paid to that company?—£850 per annum.

How often do the mails go?—They engaged to convey mails between Liverpool and the Isle of Man, twice in every week, all through the year, but in the finer seasons they go every day and they carry our bags without any extra charge.

Are you acquainted with the boats of the private Companies that ply between Liverpool and Dublin?—No, I am not.

Are the commanders of the Post-office steam-packets entitled to any pension or superannuation?—Yes, from £100 to £150 a-year, when worn out or disabled. It is a very old rate of allowance.

Have they any other source of emolument whatever except their salary?—The Liverpool commanders have an allowance for every passenger they take;—an allowance of 2*s.*; but for that they find the attendance in the cabin, both male and female stewards, and they keep the cabin small stores in repair—such as crockery, knives and forks, and towels.

Is that the only source of emolument they possess?—That is the only source of emolument.

In the other establishments the captains possess no source of emolument exclusive of their salaries?—None.

Is it the custom in the Post-office to promote captains from the less lucrative, to the more lucrative stations?—There have been instances of it,—with regard to emolument of the Liverpool commanders, I do not think I have mentioned their salary, but it is £400 a-year.

Do you happen to know what the captain of a steam-boat belonging to a private Company generally receives?—I do not.

Do the vessels on all these stations go all the year round?—All the year round—I do not mean daily; at Weymouth they only go twice a-week.

Is a regular account kept at the Post-office against every vessel belonging to the establishment?—No.

Have you no means at the Post-office of making up such an account in case it should be required?—Against each vessel?

Yes.—I doubt it; I do not think we could. The tradesmen's bills are so mixed up on the different stations, that I do not think it could be made out.

But there is a regular account against every station kept?—Yes, certainly.

What is the mode of providing for the victualling of the steam-packets?—It is done by contract at the different ports where they are victualled; they are not victualled at all ports.

Are those contracts sent up to the Post-office in London to be approved of?—Yes, every year.

Are they before they are entered into?—Yes, before they are entered into; they are submitted to the Postmaster-General in all cases before they are entered into.

Is there any person at the Post-office who is a competent judge of subjects of that nature?—The lowest price is generally taken; we can see by comparison at the other stations whether the price is moderate or not.

How are the steam-packets repaired in case of damage?—If the damage is anything very material such as, for instance, at Dovor, they are brought up to London; on the other stations they are generally sent to Holyhead.

Has the Post-office any dock-yard of any description at Holyhead?—A considerable establishment of that kind; both for the repairs of the vessels and the machinery, and for making boilers.

Examinations.

No. 4.
T. Lawrence, Esq.
28th July 1836.

Is there a similar establishment in London?—Not belonging to the Post-office.

Where are the repairs done in London?—They are made by a ship-wright on the river as far as the vessel is concerned; and Messrs. Bolton and Watt do the repairs to the machinery.

Who controls the expenditure incurred in the yard of that shipwright?—The commander of the vessel who has been in charge.

What is the name of the shipwright?—Fletcher and Fearnall, of Limehouse, have lately done our repairs.

Is there anybody at the Post-office competent to judge of the propriety of the charges incurred in repairing a vessel?—The commander is consulted on the subject, and most of the work, if it is a job of any magnitude, is done by estimate.

Are you not obliged to depend almost implicitly on the commander to control the expenditure incurred in the shipwright's yard, which you have described?—Certainly.

In point of fact you have no professional adviser at the Post-office to whom you can refer in cases of difficulty?—None: if it is a case of difficulty, it has been the practice to refer it to some of our agents who are professional men.

You have stated you have got a dock-yard establishment at Holyhead?—Yes.

Under whose management and control is that establishment?—The agent for packets on the spot.

What does the establishment consist of beside the agent?—It consists of an establishment of boiler-makers, smiths, and ship carpenters; there are 60 or 70 persons altogether on the establishment or more than that; I should say at least 70.

For the expense incurred at the establishment at Holyhead, are you obliged to depend pretty much on the agent and commander of the vessel?—On the agent we depend entirely there.

Is the agent at Holyhead a man of any professional knowledge of such subjects?—He was brought up in the packet service; he had been a commander in the packet service, and is a singularly clever man.

What salary do you give the agent at Holyhead?—It is mixed up of salaries and expenses; I think the salary is about £380, and there is an allowance made for assistance; he has two situations, he is agent and postmaster.

In case a new vessel is wanted, how do the Post-office proceed?—The last vessel that was built, was built by the Admiralty in the Kings dock-yard.

Was that that a steam-vessel?—Yes the "Gulnare."

Has that been the usual practice?—No, formerly it was done by tender from private builders.

You have never repaired the steam-boats which may come into the river to have anything done to them at the Admiralty yard, have you?—Never.

Does it strike you there would be any objection to any repairs that are required in the river, being done in one of the Admiralty yards?—I conceive that we do them cheaper, at least if I may judge of of the price and cost of building vessels by the Admiralty.

Were the vessels which you allude to as being built by contract, built cheaper than those built by the Admiralty?—Yes, by contract.

You find you can build vessels cheaper by contract than they could be built for you in the Admiralty yard?—Certainly, and very much cheaper.

No 5.

T. Lawrence, Esq.
14th March 1836.

No. 5.

14th March 1836.

Thomas Lawrence, Esq., was called in, and further examined as follows:

You have stated before to the Commission, that a regular account is kept at the Post-office, of everything that occurs in the different Packet stations?—What kind of an account.

A regular account of all the stores and expenses of every sort?—We have returns, but we do not keep an account.

Since you have stated that to the Commission, are you aware of any irregularities which have occurred?—We learn that irregularities have occurred, from the reports that we received through the Commissioners.

Have you had any means of checking them?—I think not.

Do you mean to imply from your answer, that you do not conceive that the present system of general control over the accounts at the Steam-Packet station affords to the Post-office the means of knowing whether negligence or malversation does exist, or does not?—We thought they would afford the means, but it appears they do not.

What description of return has the Post-office been in the habit of receiving?—A monthly return of the stores which are stated to be on hand—a return of the expenditure in the month, and what remains on hand.

In what way was the Post-office, in the first instance, aware of the quantity of stock it had?—I presume, from the first monthly return they received, the return I allude to is of this nature; there is a statement of the stock in hand at the beginning of each month, or at least what was stated to be the stock in hand; a statement of what was received during the month, of what was expended during the month, and what remains on hand at the end of the month.

But then it would appear, if, in the first instance, the Post-office had been correct in knowing what stock they had, their account must have been correct?—That ought to appear certainly, but the Post-office took these returns to be correct, and did not check them.

Was any periodical survey ever made, on the part of the Post-office, of the stock in hand?—No; the Post-office presumed that the returns were correct, as made by their agent.

Now in the case of iron, for instance, at Holyhead, did you receive any account of the

receipt or expenditure that took place?—No more than what was made in these returns. We can furnish the returns to shew the nature of them, if you please.

No. 5.
T. Lawrence, Esq.
14th March 1835.

Was the Post-office aware of any permission given to sell any part of their stores out of the dock-yards, to other persons at Holyhead?—The Post-office was aware of it. A return was made of such sales. Upon these monthly returns there was a memorandum appended to them of stores spared; and in the store account, at the end of each quarter, there was a memorandum of those stores, and their value, and credit was given to the Post-office for the amount.

But the Post-office was not in the habit, in any way, by survey of their own, of checking that?—No.

Has your attention been called to the inaccurate manner in which the accounts of these spared stores appeared to have been kept?—We were not aware that they were inaccurate.

But lately?—Yes, from the reports of the Commissioners.

Does it appear, after reading those reports, that abuses have prevailed in that system?—There can be but that inference.

Do you happen to be acquainted with the manner in which the accounts of His Majesty's naval yards are checked at Somerset House by the Admiralty?—Not in the least, except what Mr. M'Knight has explained to me, but not previously.

In point of fact, the only substantial check which appears to have been exercised over the whole receipt and expenditure of the Steam Packet station, seems to have been an implicit confidence in the integrity and vigilance of the resident agent?—Precisely so, we had no other check.

And that is the only check, in fact, that the Post-office has had at any of the other stations?—Yes.

For instance in the issuing of stores, who did you consider the responsible person at the station; was it the store-keeper or the agent?—The agent I should have conceived was the responsible person certainly.

You conceive the agent to be generally responsible for the whole good management and regularity, in the conduct of the business of the Post-office at the station?—Certainly.

The agent gives a bond, does he not?—Yes.

The store-keeper does not?—No.

You mentioned in one of your answers to the Commission, that vouchers were sent up to the Accountant-General?—That is for the expenditure; I mean for the bills paid; the bills from tradesmen and so on, with their receipts; that is what I meant by the term "vouchers."

It appears from Mr. Goddard's evidence, that he did not consider himself responsible, either for the issuing of stores, for the receipt of stores, for the quality or the price of stores, nor in short for any account in the Dock-yard; do you conceive that any agent could be justified in making that assertion?—I own I was surprised at it when I heard it.

Had he ever made such a declaration to the Post-office?—I am not aware of it.

Is there any officer connected with the Post-office, who has any practical experience of the management of a yard, so as to be able to form an estimate of the quantity of stores that are likely to be wanted in the department of the General Post-office?—I am not aware of any; it has always been left with the agents, who ordered the stores as they were wanted.

And there is no officer connected with the General Post-office, who has any practical knowledge upon these subjects?—No more than what Mr. Freeling may have acquired, since the Packets have been under his cognizance. There is no one who has been brought up to the business.

Did anybody connected with the Post-office, periodically make visits to this station?—Not anybody.

Did you ever remember an instance of any official visit made by any one connected with the Post-office to Holyhead?—I do not recollect, but I think it was before the steam-packets were there; Mr. Freeling went down to make an inquiry there—it was some dispute.

Who pays the coal contractors at the yards?—The agent.

If a contract is entered into at one of the stations, is the previous sanction of the Post-office necessary for that contract?—It is always done in case of contract.

But the Post-office does not insist upon a contract?—It does not.

Are the contracts ever made by open tender?—Yes, in the instance of victualling, the agent gets tenders from the different tradesmen in the town, and for coals likewise.

Is that done by open tender?—Yes.

At Holyhead none of these stores are supplied by open tender, are they?—Not any, as far as my memory carries me.

Who opens the tenders at Liverpool?—The agent, and transmits them to the Post-office.

When you talk of open tender at Liverpool, do you mean that it is absolutely open to the whole trade?—Not by public advertisement, it is limited. I beg to correct my answer; it is limited to a number selected by the agent of the principal tradespeople in the place.

At Dover for instance if they want coals, are they taken by a tender of the same description?—We have had a running contract there for some years; it is with a house in London; they have reduced their terms considerably during the period, but it is a running contract, and has not been thrown open for some years.

No. 6.

No. 6.

13th July 1835.

G. H. Freeling, Esq.
13th July 1835.

George Henry Freeling, Esq., examined as follows:—

Are there any establishments of a private nature connected with the business of the Post-office conducted by officers of that department?—The Money Order-office is the only one that

Examinations.

No. 6.
G. H. Freeling, Esq.
13th July 1835.

I am aware of; I believe that several of the clerks of the inland office are concerned in private business, but unconnected with the Post-office; some are stock brokers, others are merchants in houses. I am not aware of anything in any way directly or indirectly connected with the Post-office, except the Money Order-office.

Have any of the officers connected with the Post-office contracts or engagements relating to the business of the Post-office in any way?—I think I may venture to say, certainly not; that no officer of the department would be allowed to be in any way connected, or have the slightest interest direct or indirect in any contract whatever for the public service.

Is it not the case, that a clerk of the Post-office is at this moment interested in an engagement to light the mail coaches out of London?—The chief clerk in the mail coach office does supply oil for the lamps which was stated in a report from this office to the Commissioners about the mail coaches. The Postmaster-General stated in that report that in principle it was decidedly objectionable, and it would never have been consented to if it had been known at the time. It was not known until many years after its existence and the question was submitted to the Commissioners, whether it should not be discontinued, if they thought it objectionable, immediately, and that it was at all events the intention to put a stop to it as soon as the present holder was out of office.

Are you quite satisfied that nothing of a similar kind prevails in any other department of the Post-office?—I think I am warranted in saying nothing whatever; I certainly should have proposed to put a stop to it if I had been aware of anything of the kind; but perhaps the most satisfactory way will be to obtain a declaration from every clerk, and every person employed in the service, whether he is concerned directly or indirectly in the supply of any article for the public service.

Do you not conceive that the right system on which a department like the Post-office should be conducted is this, that no individual connected with it should derive emoluments of any sort, either by fee, gratuity, or private speculation connected with the Post-office, otherwise than the salary which he is paid for his services?—I cannot answer that question in the direct affirmative simply with reference to the window clerks of the inland and foreign offices, because they receive a fee for credit given to the merchants on their own risk, which the Post-office does not recognise; if you take away that system of giving credit it would be considered a great grievance by the merchants and others; and at the same time it would be very objectionable for the Post-office to put itself into the situation of giving credit to individuals—with that exception I agree entirely.

You are of opinion that the window men ought to constitute the only exception to the rule which has been laid down?—The letter carriers, would you go so far as that?

Yes—Upon the same principle that credit is given by the window men, that principle would extend to the letter carriers, a great part of whose income is derived from gratuities from the public for the credit they give to the houses at which they leave letters at their own risk.

Explain what the credit given by the window men is.—I believe there is no fixed credit: it is accommodation of different kinds, some merely call for their letters and have them kept there, paying every day, others paying alternate days; some, I believe, once a week, others perhaps once a month; but that is a matter of arrangement between the window men and the public, the charge varies according to the extent of accommodation given.

They charge a sort of per centage?—No, it is not in the nature of per centage I think, the highest rate is two or four guineas, it appears in one of the returns before the Commissioners.

Besides that, are not the letter carriers allowed Christmas gratuities for giving credit?—They receive all or most of them, I believe, Christmas gratuities.

Do you not conceive that upon principle to be very objectionable, as giving them a temptation to act differently towards those who give and those who do not give gratuities?—On general principle, I should certainly say the sooner every extra payment is abolished the better; I ought perhaps to state that in many instances, these gratuities, or by whatever name they may be called, are in the nature of a commutation; instead of the letter carrier taking the pence upon the letters tendered to him when ringing his bell to which he is entitled, he for a certain sum per annum calls at the houses for the letters; such a payment is more in the nature of a commutation than a fee.

Are there any other persons connected with the Post-office, besides the window men and letter carriers who receive money in any shape or manner from the public besides their fixed salaries?—The return now before the Commission will show the whole, and they will judge whether the emoluments from the packet shipping list are to be considered as a fee; they appear under the head of the Secretary's office.

Who receives the emoluments from the shipping list?—There are fees also on deputations.

What is the meaning of that?—Fees on making out the commissions of postmasters.

Who receives those?—They come into the fund of the Secretary's office.

They are paid generally on account, they do not go to any individual?—They form part of the general fund out of which £750 is contributed to the revenue.

Then part of the fees you have mentioned does go to individuals?—Perhaps I shall best explain it by saying that the publication of this list and these fees on postmasters' commissions form a fund which is divided among the clerks in the Secretary's office, out of the produce of which fund £750 a-year is paid to the revenue.

What becomes of the balance?—Divided amongst the clerks.

Do you not think it better that the whole should be placed to the account of the general receipts of the Post-office, and that the clerks in the Secretary's office should receive whatever salary is thought adequate to their employment?—As a general principle I should say certainly, but the fees I believe form a small portion only of this fund; as to the publication of

Examinations.

No. 6.
G. H. Freeling, Esq.
13th July 1835.

the lists I hardly see how the Post-office as a public establishment could take that upon itself.

Why not?—It is in a great measure a commercial list, requiring all the necessary machinery of a printing establishment, agency and numerous private accounts.—I am not in any way interested in it; I would suggest, that the Commissioners should examine the chief clerk or person who has the management of it.

On a general principle you think sums of all descriptions would be better received into the revenue, and all sums that are required for the payment of persons shall be paid out of it?—Certainly.

In the answers which have been given from the Post-office as to how far the recommendations of the Commissioners of Revenue Inquiry had been acted upon as regards the special missions which have been undertaken by the assistant-secretary, you state that they have never been undertaken without being authorized by the Treasury?—The mission to France in 1814 was with the full concurrence of Government; as to the mission to the West Indies in 1819, I am not certain whether Lord Chichester had any communication with the Treasury.

State whether these missions were formally authorized by the Treasury, or whether the authority you speak of was merely a verbal communication?—The authority for the mission to France was most decidedly official.

Was it formal?—In formal concurrence with the Secretary of State.

Any writing?—I believe in writing, that is easily ascertained.

What the Commissioners wish to know is, whether before incurring any extra expense of that kind, it has been the habit of the Post-office to get a formal authority from the Treasury for incurring such expense?—There have been only two instances in which such expense was incurred, the mission to France 20 years ago, and that to the West Indies 16 years since. The mission to France was settled between the two governments.

Was the formal authority of the Treasury obtained before that expense was incurred?—As far as regards the mission to France, either the authority of the Treasury or the direction of the Secretary of State for Foreign Affairs, which of the two I cannot speak to, but it is easily ascertained.

The duties of the secretary of the Post-office are both ministerial, and those which imply the exercise of a general control to a very great extent, are they not?—They must be in matters requiring immediate attention. I should say the general duties of the secretary are principally initiative as well as ministerial. Many of the letters received there is no necessity to put before the Postmaster-General; simple inquiries, complaints of overcharges, or letters mis-sent, or other ordinary matters, those are answered at once as well by the secretary as by anybody else; in all other matters, perhaps I should not say of importance, but minor matters, inquiries are instituted in the first place by the secretary, and when they arrive at a certain stage they are brought under the consideration of the Postmaster-General.

In case of the absence of the Postmaster-General, do you conceive the general control over the whole virtually vests in the secretary?—Certainly.

And the same course as to the discharge of the ministerial functions of that office, they rest in the secretary?—Yes; but there is not a single day in which there is not a communication with the Postmaster-General whenever he is absent. If the Commissioners will have the goodness to look at the books, they will see at once, taking any one subject, the whole course of duty more clearly than can be explained verbally.

Do these communications between the secretary and Postmaster-General, in case of absence of the former, frequently give rise to discussion?—Perhaps I cannot make a better answer than by giving the detail upon any one point of business; say, for instance, the establishment of a post in any particular quarter. The application being made in the first instance to the secretary, or to the Postmaster-General, the secretary refers it to the surveyor of the district for his consideration, to see whether the accommodation required can be given consistently with due regard to the general interests of the local correspondence and to the expense to be incurred in carrying it into effect. The surveyor, from his local knowledge, or, if it should be necessary, from personal inquiry, or from accounts which he may order to be kept, reports his opinion upon the application, which comes back to the secretary, who either directs further inquiries if he thinks any point has been omitted, or expresses his opinion either for or against—whether it is in accordance with that of the surveyor or not—stating his reasons for acquiescence or disagreement. This is done in the form of a report to the Postmaster-General, and the application, the surveyor's report, the secretary's reasons, and all the papers are submitted to the Postmaster-General, who forms his own judgment from the whole, and, in case of a difference, decides whether to adopt the view taken by the secretary or that of the surveyor.

Must it not frequently happen that it is productive of great inconvenience that there should not be an opportunity of discussing questions of that kind between the Postmaster who is to decide and the secretary and other officers connected with the establishment?—In such cases as I have mentioned there is no necessity for reference to any other officer upon the establishment; the surveyor being the local officer, is the only one who can have anything to do with it. There are many points upon which a personal discussion certainly is of advantage, and it is the constant practice; but there is one very decided advantage in the present mode of doing business, that the reasons for everything are recorded, which would not be the case if done wholly by personal discussion.

Is a regular record kept at the Post-office of what takes place when the Postmaster pays official visits to the Post-office?—Minutes are made upon the papers that form the subject of discussion. In almost every instance the Postmaster-General puts his name or initials to the memorandums as a record that the subjects have been considered.

Examinations.

No. 6.

G. H. Freeling, Esq. 13th July, 1835.

Are those memorandums regularly kept at the Post-office?—Certainly.

Several of the officers who have been examined have mentioned the subject of the Post-master-General's order for the payment of money; are all orders signed by the Postmaster-General?—No money whatever can be issued, however small the amount, but under a warrant signed by the Postmaster-General, checked and countersigned by the Accountant-General.

How do you obtain the signature of the Postmaster-General on all occasions?—Most of the payments are for services duly authorized, and there can be no question about them. The warrants are made out in the secretary's office, but no warrant is prepared for the Post-master-General unless supported by the signature of the head of the department in which the service has been performed, that the charge is correct, and certified also as to calculation by the Accountant-General.

But a great many payments may be very small; in those cases does the Postmaster-General sign every order?—For everything.

Not a shilling of money can be paid without his order?—No; except for the return of overcharges and ship-letter gratuities, which are paid at the window; but with that exception, nothing whatever can be paid but under the authority and under the signature of the Post-master-General.

Does the Postmaster-General leave blank signatures?—Never; I never saw a blank warrant in my life.

But in case of absence of the Postmaster-General, does not the necessary delay in procuring his signature produce inconvenience?—There is no payment that could be at all prejudiced or affected by the absence of the Postmaster-General; for, as nothing can be paid but under his authority previously obtained, when any application is made, such, for instance, as landing despatches, or any continental payment, the warrant is never prepared until the application is first laid before the Postmaster-General, and his instructions are received. Then the warrant is sent forward, with the authority signed by the Postmaster-General, and paid upon the party's receipt.

But surely, in case of absence of the Postmaster-General, that must delay the warrant and the consequent payment for some period of time?—There are no payments at the Post-office in respect of which it would occasion any inconvenience. Most of the warrants are for quarterly or periodical payments. Any contingent or unforeseen demand for money is of rare occurrence.

But in the case you have mentioned of landing back (bags of) despatches, if the Post-master-General was absent, it surely would delay the payment of that service for some period of time, would it not?—There must be time for inquiring into the correctness of the claim, and the extent of the further delay would be two days, which certainly is not of very great consequence; and I apprehend the Post-office payments are more prompt than in any other public office. It has never been the cause of complaint.

Does the Postmaster sign his name twice to a payment; once upon the warrant, and once upon the order?—The report or minute upon any description of claim would be sent to the Postmaster-General in the first instance for his directions, and if he approve of the application, the warrant is made out, which he signs also.

Has the Postmaster-General ever any communication with the heads of the department, except through the secretary?—The Duke of Richmond and Lord Maryborough had constant communication with them, and Lord Conyngham followed the same course, I may say for some years. Now the Postmasters-General have been in constant communication with every class of the office, from the highest to the lowest; the Duke of Richmond and Lord Maryborough were in the habit of seeing people at their own houses, or here, of all grades; letter-carriers, clerks, and heads of offices; Lord Lichfield received a deputation from the letter-carriers a few days since.

You have stated that a regular record is kept at the Post-office, of final proceedings and of instructions given by the Postmaster-General when he attends at the office?—Certainly.

How long has that system been established?—There is no record in the shape of a journal that the Postmaster attended such a day and did such and such business; the records are upon the papers themselves that are brought before them.

There is no general record kept of the attendance of the Postmaster-General, and of his official proceedings and instructions on the occasion of such attendance?—There is no general record of the Postmaster-General's attendance; he comes to the Post-office, transacts his business, papers are discussed, and warrants signed, and his decisions are noted on the papers laid before him, or separate minutes made if necessary.

Beyond the memorandums that are to be found upon the papers themselves, there is then no general record kept of the proceedings of the Postmaster-General?—These memorandums are the Postmaster-General's minutes, and every one is recorded in the minute books; if you will allow me, I will get one of the books and shew you.

[*Mr. Freeling produced one of the books in which were entered the proceedings of the Post-office, and explained the manner in which memorandums were made when the Postmaster-General was present.*]

Who is the comptrolling officer of the Post-office in Ireland?—Mr. Godby is the secretary.

Who is the comptrolling officer?—He reports to the secretary here, who forwards his reports to the Postmaster-General in the same way as he does those of a surveyor, with his observations upon them—they all go before the Postmaster-General.

In point of fact anything that requires immediate decision must be decided by the secretary at Dublin?—Certainly.

What is the case at Edinburgh?—The same.

Is there a secretary also there?—Yes, Sir Edward Lees.

These secretaries have the control of the whole of the local establishments of Dublin and Edinburgh?—Yes, but they cannot remove or appoint.

They can suspend?—Yes; reporting they have done so. With respect to the letter-carriers they have a larger power; if there is any well-founded complaint they can remove them, but it is almost always I believe reported, before they are dismissed.

Does the authority of the secretary extend over Scotland and Ireland?—Yes,

No. 6.
G. H. Freeling, Esq.
21st Aug. 1835.

No. 7.

No. 7.

21st August 1835.

G. H. Freeling, Esq.
21st August 1835.

George Henry Freeling, Esq., was called in and examined as follows:—

Will you have the goodness to state to the Commissioners whether the communication by the steam-packets at Portpatrick has, of late, been continuous and regular?—I have got a return, showing the impediments to the steam-packets sailing in due course between Portpatrick and Donaghadee for the last three years, which perhaps I had better put in, because that will give the Commissioners much better information than can be given in any other way. I find by this return that, in the year 1832, there were eight days on which the packet was prevented from making her passage in due course from Portpatrick. In the year 1833 there were nine days in which it was prevented from making the passage in due course: but in the year 1834 there was one day only in which it was prevented sailing in due course. The paper will show the reasons in each case of impediment.

(The following paper was then delivered in and read.)

PORTPATRICK STATION.

A Return of the Days on which the Packets have been prevented Sailing in due course to Ireland and from Ireland, with the cause in each case for each of the three years, 1832, 1833, and 1834, ending the 5th of January, 1835, respectively.

TO IRELAND.		FROM IRELAND.	
Date.	Cause of the Packet being prevented from Sailing.	Date.	Cause of the Packet being prevented from Sailing.
1832, Jan. 24.	Not able to proceed in consequence of heavy gales and high sea.	1832.	Nil.
Feb. 4.	Do. do. do.		
5.	Do. do. do.		
Mar. 9.	Do. do. do.		
17.	Do. do. do.		
Nov. 29.	Do. do. do.		
Dec. 2.	Packet sailed in due course but obliged to bear up for Lochryan, in consequence of a heavy gale, and carrying away yards and sails.		
3.	Packet sailed, but obliged to bear from stress of weather.		
1833, Feb. 11.	Not able to proceed in consequence of a tremendous heavy gale.	1833, Dec. 31.	Not having arrived in Donaghadee before 5h. 30m. P.M. in consequence of a very heavy gale, and unable to return, the gale not having abated in time.
Nov. 6.	Do. heavy gales and squalls.		
23.	Do. do. do.		
27.	Do. do. do.		
29.	Do. do. do.		
Dec. 5.	Do. do. do.		
11.	Packet sailed in due course, but obliged to bear up for Port Nessock in consequence of heavy gales.		
17.	Not able to proceed in consequence of heavy gales and squalls, with a high sea.		
20.	Do. do. do.		
1834, Dec. 8.	Not able to proceed in consequence of heavy gales and squalls.	1834, Dec. 1.	Not able to return in consequence of heavy gales.

Is that a greater degree of irregularity than generally takes place in other Post-office stations?—Certainly; the number has been greater on that station than on any other station.

To what do you attribute that greater degree of irregularity?—The channel is very bad, and the harbour is rather difficult under certain circumstances of the weather.

Is not the power of the steam-boats one of the reasons to which you would attribute that delay?—Certainly; and I must also state that which the Commissioners know better than I do—that the harbour at Port Patrick is not yet finished, so that it can scarcely be said to have had a fair trial; the new light-house is to be completed this year, which will be a very decided advantage during the winter, for the packets have at times great difficulty in being led in by the best lights we can give them from the shore; but that will be prevented when the light-house is completed.

Examinations.

No. 7.
G. H. Freeling, Esq.
21st Aug., 1835.

It has been represented to the Treasury, in several memorials from the mercantile interests of Glasgow, that Cairn Ryan would be even a more convenient station for the Post-office on the south coast of Scotland than Port Patrick. Has that question ever come under the consideration of the Post-office?—I think there was, not long back, a memorial bringing that question under the consideration of the Post-office, and that the Postmaster-General felt the proposal for the removal of the packets was more for the Government than for the Post-office; the distance by sea being so much greater, it would require a larger and much more expensive establishment than the Post-office has at present.

You do not consider those questions that involve nautical considerations as part of the business of the Post-office to decide?—Certainly not.

What is the present establishment of steam-boats on the Port Patrick station?—There are two steam-vessels of about one hundred and ten tons and fifty horse power each.

What are the names of those two steam-vessels?—The "Spitfire" and the "Fury."

There was a third steam-boat upon that station, was there not?—No, there never were more than two; the "Dasher" was wrecked, and one of these is to supply her place.

When was the "Dasher" wrecked?—On the 19th December, 1830.

Under what circumstances was the "Dasher" wrecked?—She got upon the rocks in coming into harbour. At the moment she was about to enter, the wind shifted in a hard squall accompanied with a very heavy sea, in consequence of which she lost steerage way, and notwithstanding the attempts of her commander to wear her and get her head off shore, she struck and became a total wreck.

Which harbour?—Port Patrick.

You stated that an increase of establishment would be necessary if the Post-office station were removed to Cairn?—Yes, on account of the longer sea distance.

Do you think that one additional steam-vessel would be sufficient in that case?—I meant that larger steam-vessels would be required and larger power.

Would it not be desirable, even if the station were retained at Port Patrick, that there should be larger steam-vessels and larger power than those at present in use?—I doubt whether there is room for larger vessels in the harbour.

Are you of opinion that when the projected works shall have been completed at Port Patrick, that it will not be possible to employ larger and more powerful steam-vessels upon that station than those that are at present in use there?—You might employ rather larger vessels, but not much; I should say the present steam-vessels are quite large enough for the harbour; if we could get more power into them, it would be another thing; but as to the vessels themselves, I should think the vessels are quite large enough for the harbour.

Can you state to the Commissioners what has been the general length of passage within the last few years?—I have a return for the last three years, in which we have endeavoured to take it in the fairest way in which it could be done, to show what the actual performance of the service has been. The return I now deliver in shows the longest and shortest passage both to and from Port Patrick; the general average of the length of passage both to and from Port Patrick; the average of the ten longest and the ten shortest passages, and (which I conceive to be the fairest way of taking it) the average with the exclusion of the ten longest and ten shortest passages; and for the last year it shows that average to be to Donaghadee two hours and forty-one minutes, and from Donaghadee, two hours and thirty-one minutes.

The following paper was then delivered in and read:—

A Return relating to the Portpatrick packets for the years 1832, 1833, and 1834.

Years.	The longest and shortest passage.				General Average of the length of Passage.		Average of ten longest and ten shortest Passages.		Average excluding ten longest and ten shortest Passages.	
	To Donaghadee.		To Portpatrick.		To Donaghadee.	To Portpatrick.	Longest.	Shortest.	To Donaghadee.	To Portpatrick.
	Longest.	Shortest.	Longest.	Shortest.						
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
1832	7 10	2 21	6 12	2 12	3 12	2 38	7 6	2 21	3 12	2 36
1833	11 30	2 8	8 50	2 8	3 10	2 44	7 58	2 12	3 6	2 42
1834	7 40	2 10	4 3	2 4	3 3	2 32	7 3	2 7	2 41	2 31

You have of course an agent at Port Patrick?—Yes, we have, Captain Little.

When a steam-packet requires repairs, where do you send her to?—We send her to Holyhead; there are no means at Port Patrick for repairing her, excepting in the most trifling repairs; and even if there were, from the experience of how the work is done at Holyhead, and the prices and the check we have upon them, I should certainly always feel it my duty to recommend to the Postmaster-General to send her to Holyhead.

What has been the expense of the Port Patrick station within the last few years?—The total expenditure of Port Patrick, for the last three years, is about £3500 a year, from which the receipts must be deducted, amounting to about £1600 a year.

What is the total expense to the public thereby?—Nearly £2000 a year.

Did you ever attempt to perform the Post-office service between Port Patrick and Donaghadee by contract instead of by establishment?—We have not since the introduction of steam-vessels, because there are no steam-vessels on that station except the Post-office packets.

Do you conceive that there would be any difficulty in finding companies possessed of sufficient capital who would be willing to undertake the management of this communication?—I should think, recollecting how near Glasgow is, that people might be found who would contract for the purpose of employing small vessels between Port Patrick and Donaghadee, but we have never tried it.

Are you able to give the Commissioners any opinion as to whether a change in that respect would or would not be found to be exceedingly desirable to the public?—I could not give any opinion upon that, because the experiment has not been thought of.

In what you have stated to be the expense of this station; of course you include the salary of the agents, the pay of the captains, the wear and tear of the vessels, the prime cost of the vessels, and, in short, all the expenses of every kind that are incurred in that establishment?—I include every thing except the prime cost; the wear and tear of the vessel, the expense of the repairs, the salaries, the coals, and every expense connected with the maintenance of the station, but not the prime cost.

Are you able to state to the Commissioners what would be the expense if you take into consideration the prime cost of the vessels?—The Post-office has never made its calculations upon that principle.

You are of course able to state to the Commissioners what is the prime cost of these vessels?—Certainly: it appears in one of the Returns.

It is stated in this paper that the expense of the "Fury" was £6305, and that the expense of the "Spitfire" was £6343: are you able to inform the Commissioners what has been the expense incurred on account of each of these vessels since the time they were built?—They were not new vessels when they were sent to Port Patrick; they had been employed on the Dover station, for which they were built.

Do you keep a separate account against every vessel employed in the steam-packet service?—We could give the wages; and at many of the ports, those ports where we have no establishment of our own, we can give the actual expense of each vessel; but when you come to Holyhead, which is the place at which the vessels are repaired, the stores being purchased in large quantities, and issued as required for the purposes of the respective vessels, we have not the means of giving the actual expense of each vessel, but it might be picked out by the agent at Holyhead taking the value of the stores supplied to each packet at the invoiced prices.

Do you suppose at Holyhead there is not a separate account kept of every vessel and the stores issued for that vessel?—Certainly; and the agent might calculate the value of the stores that have been issued for each vessel; but we have no account here.

In what form do the accounts from the agents of the separate packet stations come up to the Post-office?—Had not the Commissioners better see the quarterly accounts themselves?

There is of course an issue of small stores at Port Patrick itself, is there not?—There is tallow, oil, coals, a few ropes, and deal planks if the paddle cases are carried away, and for the repair of any trifling damages.

The chief issue of course is coals, is it not?—Yes.

Who contracts for and takes care of the coals?—The agent at Portpatrick.

Is he the storekeeper?—Yes. There is a man under him who is called the storekeeper, receiving £52 a-year, who has the manual labour of the issues.

What is the whole of the establishment?—The agent, the storekeeper, and a boat's crew.

That is at Portpatrick?—Yes?

What is the process of making a contract for the coals at Portpatrick?—The coals are not supplied by contract; the agent avails himself of opportunities of small vessels running to and from the town and the neighbouring ports, and he purchases the coal at the pit's-mouth, getting vessels on the best terms he can to bring them and unload the cargoes at Portpatrick at the most favourable times of year.

In what manner are these contracts, and the issues of stores by the agent at Portpatrick checked?—The coals are not furnished under contract.

In what manner are these purchases of coals, and the issues of coals and other stores by the agent at Portpatrick checked?—The purchase is checked by the receipt of the parties from whom he purchases them.

Where are they sent?—They are sent here as vouchers in the accounts. All the issues of the very small quantities of stores required are checked by the commanders, who enter the supplies they receive in their log-books.

Are those sent up to the Post-office?—Monthly accounts of stores are sent up by the agents. The stores are very trifling in amount, but all the purchases appear also in the quarterly account, supported by the proper vouchers.

Can you state what has been the whole annual expense of late years for coals purchased, and of the stores of various kinds issued for the service of the steam packets upon this station?—Certainly; the accounts will show that at once.

But the items of this kind are subject to no control except that of the commanders of the steam-packets?—They are subject to a certain degree of check here; the stores are issued upon the responsibility of the agent; their receipt is acknowledged by the commander; and as the accounts are examined here, any extra expense would at once attract attention and be inquired into.

By whom are the accounts of the steam-packet station examined at the General Post-office?—I go through them all myself in the first place, and the Accountant-General has orders if he sees anything out of the common course at once to report it.

They are then examined by no one who has any professional knowledge of steam-packets?—Certainly not.—The agent can have no interest in issuing more than is absolutely necessary, and if he does not pay proper attention to his duty, the principal and main object of which is

Examinations.

No. 7.
G.H. Freeling, Esq.
21st Aug. 1835.

to check improvident expenditure, he of course would be responsible to the Postmaster General, and would take the consequences.

What is the salary of the agent at Portpatrick?—£300 a-year.

Are these small stores sent from the general depôt at Holyhead, or are they purchased by the agent at Portpatrick?—They are so very small in quantity, and so few in number, that it is hardly worth while to send them from the depôt at Holyhead. What little wood he wants he purchases at Stanraer, or from any vessel that may happen to put in to Portpatrick.

Is the furniture and plate on board the steam-packets the property of the Post-office?—There is no plate that I am aware of at Portpatrick, and very little furniture; the chairs and tables are the property of the public.

You have of course a certain stock of anchors and cables for instance at Portpatrick, have you not?—I believe not.

Have you none at all there?—No.

Where do you send to for an anchor or cable, then, if it is wanted?—Each ship has got two cables on board.

But what do you do if a new one is wanted?—If a new one is wanted it would be obtained most probably from Liverpool, because it is the readiest port at which the supply could be procured.

The question of whether it is wanted or not would be left probably to the discretion of the agent, would it not?—If circumstances should arise that an additional cable or anchor were necessary for the packet's safety, the agent would be decidedly wrong if he did not take care that she was provided with it, but he would have to report his having so done immediately, and that would be submitted at once to the Postmaster-General, who would express his opinion either confirmatory or disapproving of what the agent had done; in any case in which there be time for a reference here, as in the case of sails for instance, the application is made first with a report of the survey of the commanders upon the station, and estimates of new sails, with the agent's report upon the prices, all of which are submitted to the Postmaster-General for his approval before acting upon it.

Do you conceive that there exists at the General Post-office professional knowledge upon this subject sufficient to exercise a real and effectual control over an expenditure of this description?—Yes, if the agent is good for anything.

When a steam-packet is wanted at the Post-office, in what way do you set about building it?—The last packet, in consequence of the recommendations of the former Commissioners of Revenue Inquiry, was built at one of the dock-yards, and the Postmaster-General has determined in future, although the expense is considerably larger than in a private yard, to build at the naval dock-yard; originally inquiries were made of the different builders in the river, people who were known to be well acquainted with the building of steam-vessels, at what price per ton they would build a vessel of a certain class, fastened in a certain manner, and when information had been obtained from several, the lowest generally, I think in every instance but one, the lowest was taken, and then the specification was made out as to the scantlings, fastenings, fittings, and all the details of the ship, and then a contract was made.

Have you any paper that will show at what rate the two vessels now used at Portpatrick were built per ton, exclusive of the machinery?—The contract price with the builder for the Fury was £20 a ton, the Spitfire was the same price, including the hull, masts, yards, boats and copper.

How do you procure the machinery for the steam-packets?—We agree with the manufacturers for a certain sum, which is to include the expense of the erection of the machinery.

Is that by private contract?—Yes.

In investigating this quarterly account of disbursements, under the head of stores for the packet service in Portpatrick station for the quarter ending the 15th of July, 1835, the accounts of the two vessels appear to be mixed up together; why are the accounts kept separately, and transmitted to the Post-office in that shape?—Because it is the general account of stores purchased for the station, they are purchased generally for the use of the station, and not for one or other particular vessel.

Is there any separate account of the issues of the stores by the two vessels sent up to the General Post-office?—Monthly statements are sent up, and on looking at this account you will see that the greater part of it is for hemp, and tallow, and coals. We have returns of the amount of coals supplied, and also of tallow and of oil supplied to each ship.

Is there any account of the issues of these stores to each ship regularly kept at the Portpatrick station?—Certainly.

Is that account sent up to the General Post-office regularly?—Returns are made of the quantity but not the amount; but perhaps the Portpatrick station is hardly a fair account to take, because the quantity of stores is so very small, that we should have the means even from the carpenters' day's work, of which we have regular accounts sent, of telling what every particle of wood is used for.

Take the case of Liverpool, for instance, the account there of the issues of stores that is sent up to the General Post-office is one general account of the general issues of stores to all the packets upon that station quarterly, and not a separate account of what has been the issues to each packet?—At Liverpool the accounts would show what has been the issue of coals to each ship, because the vouchers are supported by the signatures of the respective commanders; but at Liverpool we have not a depôt, the tradesmen of the port are employed, and the expenditure of each ship in almost every item can be shown at once by the accounts.

In the case of Holyhead, for instance, are the accounts of the issues sent up to the Post-office in the same manner, in the gross, and not divided into a separate account against each packet?—At Holyhead the accounts of stores purchased come up in gross, and are not sepa-

rated into accounts against each packet; but monthly accounts are kept of the quantity issued to each, and, if the Commissioners wish it, an account can very easily be furnished of the cost price of every store furnished for any number of years to any one of the packets on that station. In the packets belonging to other stations which are repaired at Holyhead, there is a separate account kept of the stores, with the prime cost.

Is that regularly sent up to the Post-office?—Yes, it is so, that we know the expense of the repairs of every vessel sent from another station to Holyhead.

Here is the paper with the amount of the annual expenditure at Portpatrick. Now supposing a packet from Portpatrick received any stores or any repairs at Holyhead, can you inform the Commissioners whether that is entered here as an expense at Portpatrick, or as an expense at Holyhead?—It is entered as an expense at Portpatrick, because on these accounts being sent up, the agent is repaid the expense by warrant, and it appears under the head of the station to which the packet belongs.

You said you did not keep a separate account at Holyhead of the value of the stores given out to each vessel?—We do not upon the Holyhead station, but for all those sent out from other stations for repairs at Holyhead an account is kept of the value of the stores and the expenses.

Who appoints the agent at Portpatrick?—The Postmaster-General.

Who appoints his storekeeper?—The Postmaster-General.

And he appoints his captain, does he not?—Yes.

The only money-accountant you have at Portpatrick is the agent, is he not?—Precisely so, the same as on all the other stations.

Do the captains pay the money they receive immediately to the agent?—Yes; they pay it day by day to the agent; the passage list is signed by the captain, who is responsible; it is checked by the mate, who puts his name to it also, and after that it is brought to the agent who receives the money. We have tried a check at Holyhead, not so much against the captains as against the stewards who collect the money; we have had different trials as to their honesty, by employing people on whom we could depend, to take the number of passengers, whom they have thought to be cabin passengers, going on board and disembarking, and I am bound to say, that the result was most satisfactory, and most extraordinary, because the difference was barely perceptible, and what difference there was was in favour of the revenue.

What does your establishment at Holyhead consist of for the repair of steam-vessels?—It appears in the return which has been presented to the Commissioners that there are seventy-three persons, exclusive of the agent, for the dock-yard establishment.

In what manner are the accounts of the expenditure of the dock-yard kept?—They appear in the agent's quarterly store-accounts.

Are those accounts sent regularly to the General Post-office?—They form part of the agent's quarterly accounts, and are verified by him upon oath, and they must be supported by vouchers for every single shilling, or they would not pass the accountant-general or the auditors.

You have already stated that the expenses incurred in the Holyhead dock-yard, on the repairs of packets coming from other stations, are charged against those stations?—Yes.

Under what head do you charge the expense of the establishment of the Holyhead dock-yard itself?—That is charged and can only be charged against the Holyhead station.

Have the expenses of the establishment increased within the last few years?—I should think it is very probable that they have, as we have got into the habit of doing more work there. I may perhaps mention, as connected with this subject, that one of the Dover packets was recently repaired in the river Thames, by one of the most respectable builders in the river, and one whom we knew by experience to be more moderate in his charges than any other; when his bill was sent in, it occurred to me that it might be a very good plan to send it to the agent at Holyhead, that we might obtain from him a comparison of the prices charged by a private individual, and what the price of the same work would have been, if it were performed at our dock-yard at Holyhead; and the result is, that the expense at Holyhead would have been as nearly as possible precisely one half of what we paid in the river Thames; but then I must state that the rates of labour are very different in the Thames and at Holyhead: that the ship-builder has got to make his profit, and that we have at Holyhead the free use of a public dock-yard, for which, of course, a charge is made at any private establishment in the river Thames.

Do you conceive that there would be any objection to the steam-packets that are employed by the Post-Office, being sent to Milford to be repaired instead of being repaired at Holyhead?—If there were a sufficient establishment at Milford, I am not aware that there would be any objection to it, but it would be farther off.

It would be farther for some, but not so far for others?—It would be farther from the principal stations, Liverpool and Holyhead, and there must be, to a certain degree, an establishment at Holyhead, because, as there are literally no tradesmen in the town, you must have something to meet ordinary repairs, otherwise, on the most trifling occasion, you will have to send away one of the packets to Milford.

Could you furnish the Committee with a comparative statement of the numbers and expense of the dock-yard establishment at Holyhead for the last ten years?—With respect to the dock-yard establishment, I doubt whether it has been in operation so long, but as to the actual numbers and wages, I conceive it could very easily be picked out from the quarterly accounts.

Have any of the officers of the dock-yard establishment official residences?—Not one; the dock-yard is merely a space enclosed by four walls, with smiths' shops, and places under which the workmen can carry on their proceedings sheltered from the weather; it was built by ourselves; we have plenty of stone in the neighbourhood, and we got the lime very cheap,

Examinations.

No. 7.
G. H. Freeling, Esq.
21st Aug. 1835.

and it was built and added to from time to time; it is a thing quite of our own creation, and done as circumstances required.

Can you furnish the Commissioners with a statement of the numbers since its establishment?—It shall be procured from the agent.

Have you any further observations which you would wish to make to the Commissioners upon the subject?—I should wish to say, that the Postmaster-General has desired me to put in the evidence of Mr. Williams, the managing director of the City of Dublin steam-packet company, at Liverpool. I must explain, that Mr. Williams was ordered to attend for the purpose of giving evidence, by the former Commissioners under Lord Mulgrave's Commission, which terminated precisely at the time Mr. Williams made his appearance in London. Lord Conyngham, the then Postmaster-General, who had been also one of the Commissioners, had some doubts what course he ought to pursue, but recollecting that Mr. Williams had come all the way from Liverpool, for the special purpose of being examined, he thought he ought not to lose the opportunity of his presence in London, to obtain, as Postmaster-General, the best information he could with regard to the steam-vessels at Liverpool, and therefore he examined him upon that subject. His evidence was taken down by Mr. Gurney, and I now, by the desire of the Postmaster-General, beg leave to put it in.

The evidence of Mr. Williams was then delivered in.

No. 8.

No. 8.

Chas. W. Williams, Esq.,
18th Nov. 1834.

Tuesday the 18th day of November 1834.

Charles Wye Williams, Esq. was called in and examined as follows:

The Dublin Steam-packet Company with which you are connected, is largely concerned in steam-vessels between Liverpool and Dublin, is it not?—Very largely; it is the only establishment between Liverpool and Dublin for steam traders.

Would there be any difficulty, in your opinion, in finding persons to contract for the Post-office service between Liverpool and Dublin?—I have no doubt, if the proposal were made, there would be persons who would offer; and if a proposal were made, I have no doubt our company would also make one; whether they would take the contract, would depend entirely upon the terms and conditions.

Would you be inclined to contract?—That is a difficult question; if the question were put to the public, in our own defence we should be obliged to make an offer; but, inasmuch as we are not likely to effect the making any money by it, I should be unwilling to propose, unless in our own defence, the service is so very severe; if it came into the market we must offer, or else we must do what would be the only alternative which I would have to announce; we must fight a very hard battle, we must endeavour to run them down to succeed ourselves; it would be a matter of life and death to us.

Do the private vessels go to sea at all times when the Post-office packets go to sea?—No, certainly not; there have been many times in the present season, when I would not for any consideration have sent a vessel out when the Post-office vessel went out; in fact, it is a risk which no person connected with trade would run.

Would you undertake to go to sea under those circumstances?—Provided we became contractors, and established a class of vessels expressly for that purpose; they must be ready at all times when the Post-office agent required them, and if that should be the condition.

Are the present class of vessels you have at Liverpool such as you would employ for that purpose?—Not carrying cargoes. They would be adequate for it, some of them at least, but not with cargoes. We have, in fact, but few vessels running in packet trim, from their being made much larger. Few at present are equal, even supposing they were put into packet trim, to compete with the mail-packets in severe weather, or in point of speed.

How has the service been performed, in your opinion, by the Post-office packets?—I cannot help saying, that I do not think the service could be done better. I am sure that is the general impression at Liverpool. I know there is a strong feeling of apprehension on the part of the merchants of Liverpool, lest the present mode of doing the service should be disturbed. The impression is, that I am in favour of disturbing it. As the leading manager of the City of Dublin Company, it is supposed that I wish to get it; it is not for me to stand up in Liverpool and contradict that, for I do not wish to convey the impression that we are unable to do it.

You think there is a strong feeling in Liverpool against the alteration?—Yes; I imagine there is no other company supplied with sufficient vessels to do it but ours; yet I am sure if there was an intention of changing the present system, and having the service performed by a private company, there would be strong demonstration of feeling against it on the part of the mercantile public at Liverpool and Dublin.

Are there no other companies at Liverpool that could take it?—No, there is no other company at Liverpool who have a sufficient number of vessels, confining themselves to a particular line. The steam companies in Liverpool, have generally a number of vessels which go to different parts, but we are the only company who have a sufficient number of vessels confined to one port; we have sixteen, twelve of them on the Liverpool line.

What has become of the St. George's Company?—They have a very powerful fleet, but they go to a variety of ports from Hull round to Liverpool, and to the north and south of Ireland, and the Clyde.

Is their company incorporated?—They are not, but I believe they are at this moment seeking for an Act of incorporation.

Do you know the nature of that company precisely, whether all their vessels are under one

management or one ownership?—A great number of them are now under one management, if not all: they have lately prepared a deed of partnership among themselves, and those who have signed the deed, have determined upon placing their vessels under the management of three directors.

Do you think private vessels conld perform the service at this moment as well as the Post-office packets?—I think they could not, unless they constructed vessels specially for the purpose; our company could construct vessels in Liverpool fit for the service of the Post-office, but there are no vessels at this moment that could be appropriated to the service equal to the present Post-office packets. Ours were not built for it, and are a different class of vessels, equally strong, and well formed, but not in speed, not being specially built for the service.

Could it be performed more cheaply to the public?—No, I am perfectly satisfied it could not; in one item, perhaps, we might do it cheaper, namely, the compensation to the commanders; our class of commanders are not required to do the same service as the commanders of the Post-office packets, and they go for a less compensation; but that is but a small item in the account; in any other way it could not be done for less.

Vessels carrying freight could not make the passages like the Post-office packets?—No, certainly not, even if they went out; but the steam-vessels carrying cargo would not venture to go to sea at the time and state of tide when the Post-office packets go; for instance, they start often near the time of low water, or an hour or two before low water, a most dangerous state of the tide, and when no persons, unless they were prepared to guarantee the cargo, would be justified in sending a freighted vessel out of port; in fact, if there were a loss, I am of opinion a jury would decide that the parties were liable, inasmuch as that they had no right to send out a vessel when no prudent trader would go. The last time I went across, no consideration on earth would have induced me to send a vessel out with a cargo; we came on the most critical part of the channel just at low water, when a gale of wind arose; however the service required them to go on, and they made a successful voyage. Had it been one of our vessels with goods on board, our commander would have returned to port.

You think no vessel carrying cargo would have been induced to go out at that time?—No, certainly not; or if they had gone out, they would very shortly have put about.

Would you have sent out a vessel without cargo under those circumstances?—Not unless compelled by agreement whatever the agreement should be, we should be bound to adhere to it.

In making a contract, is it possible to provide against any difference of opinion between the agent and the contractor, whether the vessel ought or ought not to go to sea?—Quite impossible to state that on paper, inasmuch as it would be a question for the judgment and discretion of the parties: at present we have occasional differences of opinion upon the subject with our commanders, and I always make it a point, if there is the slightest reluctance on the part of the master, never to force him to go to sea, and I am quite sure it would be impossible to put anything satisfactorily and conclusively on paper, with reference to such a regulation. If the agent and contractor differ, one must dictate, and then the person who dictates must take the responsibility upon himself; in fact, I think it would be an extremely injudicious thing, in any service, to put a commander, a seaman, under the absolute authority of a person on shore. He could not, in many instances, be able to exercise a sound judgment and discretion; the state of the weather at sea, and a variety of circumstances would operate to render it necessary that the commanders should decide.

Could there, then, be any real control of the Postmaster-General on the performance of the service?—There could not be any real efficient absolute control. No man would undertake to act under the absolute dictation of a man on land unless he chose to take upon himself the entire responsibility.

Have you had any opportunity of ascertaining the general feeling of the merchants of Liverpool and Dublin upon the point of the service being performed by contract, or by Post-office packets?—There have been several demonstrations of feeling on the part of the merchants both of Liverpool and Dublin. There was an apprehension some time back that they were about to be given up, and there was an evident feeling expressed on the part of the people of Liverpool. I know what the feeling was; and nothing but absolute necessity would induce me to offer for the service. I know the situation I should be placed in, and that it would be impossible to give satisfaction to the public, after the experience they have had, and the manner the service has been performed during the last eight years, unless the service was performed as at present, by four exclusively packet vessels, unconnected with trade.

What is the nature of the cargoes which are taken to Ireland?—Three-fourths of the cargoes from Irish ports are live stock; from several of them they send scarcely anything else: butter, wool, linens, whiskey, porter, provisions, and all agricultural produce, with a portion of manufactured goods. From England the cargoes are British manufactures of all sorts: sugars, dye, stuffs, cotton, and in general, goods of the same description as are imported in other vessels.

Are they full cargoes?—They are all full cargoes inwards, from Ireland, but outwards, to Ireland, about one-third of the vessels go back in ballast. Our company keep a register for the purpose of ascertaining the exact quantity of produce brought to Liverpool; and I find, that, under the head of agricultural produce alone, there was eight millions sterling value brought into Liverpool last year. I do not mean by our vessels alone, but by vessels of all classes. I would say that almost all the manufactured goods from England, going to Ireland, are sent in steam-vessels. The cargoes are very valuable, up to £20,000 or £30,000 value.

You think it would be very difficult to make contracts with the Post-office to carry the mails, in the way the mails are now contracted?—Very difficult, to make satisfactory contracts.

Examinations.

No. 8.
Chas. W. Williams, Esq.
18th Nov. 1834.

Have you ever turned your thoughts sufficiently to what might be the probable expense of such a contract?—Things have been a good deal altered within the last few years, and I am not prepared now to state what our company would propose. In the first place, we must build vessels expressly for the purpose: that would be a *sine quâ non*. We could produce more vessels for any purpose than any other company at Liverpool, but I am sure we have not vessels that would be qualified for the service, unless we selected our best, which it is not likely we should do.

Would you try to assimilate those new vessels as much as possible to the present Post-office packets?—I would: I would give them as much power as they would hold. We are increasing the power of our vessels now, and we find great advantage in doing so.

What is the proportion of the size of your vessels to those of the Post-office?—They are generally larger, that is, of more bulk, and fitted to carry larger cargoes, and probably could carry more power than the Post-office packets would be able to do.

It has been stated that Sir John Jobin would be likely to undertake a contract, and that he has the means to do it?—If the means be referred to, I dare say he has them; if he takes all the vessels he now has, and he has only three, the "William Penn," the "Gypsy," and the "St. Patrick," and, I believe, he is building another; but unless he takes all his vessels, and abandons the several lines he has now, he could not do it.

What are his lines now?—Waterford and Ross are his principal lines.

In what mode are your repairs performed?—We effect all our repairs ourselves: we have a very large establishment, in which we expend about £13,000 a-year in our own repairs. We keep as accurate an account as if were working for strangers. We consider that creates a profit of £2,000 to £2,500 a-year, having all done in our own establishment.

Have you ever employed the tradesmen of Liverpool in your repairs?—Any large castings we get done by contract. For instance, the casting of a cylinder we do not cast ourselves; we can get work of that description readily done in Liverpool. We prefer doing such large work at other houses; but all wrought iron and brass work, and repairs we do ourselves.

Did you originally employ the tradesmen in Liverpool?—We did formerly, but not for the last six years.

As you state that Liverpool affords such facilities, by means of tradesmen, for effecting repairs, what induced you to set up an establishment of your own?—I do not say that it afforded facilities for repairs. We were compelled to set up an establishment of our own from the difficulty of getting repairs done within any reasonable time, or in the same efficient way we do them ourselves. We now have our repairs done while we should be looking out for a person to do them, under the former system. We prefer having our castings done for us. No large establishment could get on profitably, or satisfactorily, had they to go to strange engineers for their daily repairs, nor could the service be carried on with the same number of vessels.

Was the saving of time the only reason for setting up an establishment of your own?—The saving of time was one important object, and the getting the work set about immediately; but the saving of expense, and the perfection of the work, also influenced us. There is no such thing as controlling the expense in the engineering department when done by town engineers: it is impossible to check their bills. Whenever we have to do any work by town engineers, we are obliged to take their accounts as they give them. They put down the items of so many men employed, or so much labour expended, and it is impossible to check it.

Would there be any possibility to make an annual contract for the repair of a steam-boat?—No; quite impossible. One year we have very little repair, and the next year, perhaps, we have a great many expensive ones.

It would be impossible to make a contract of that kind?—Quite so, unless at an enormous cost. All contracts for machinery are objectionable; they rarely produce substantial work. It would be a very injudicious and very expensive way of doing it. They must of course make a tender which would cover all the casualties which are expected to occur. The people of Liverpool would contract for anything; but no repairing contract could be made safely or satisfactorily. I was very reluctant in having anything to do with an establishment of our own, inasmuch as it gave a great deal of additional labour, but we had no alternative; the same number of vessels would not be equal to the work if we were dependent on the public town engineers for repairing, which would if we did the work ourselves; because, when a vessel comes in, requiring repair, we turn all hands at once to it, and have it put out of hand. The town engineers would not do that; they must attend to all their customers, and give them all an equal chance. They would not stop the work they had in hand to attend to ours, nor would they put their best workmen to it.

Do you make your own boilers?—No; but we keep one boiler always in hand making, for the purpose of economizing the time of the boiler-makers. We make all our boiler repairs ourselves, and always keep a gang of boiler-makers at work. When there is nothing else to do in the way of repairs, we keep them employed in that way on a new boiler, and thus prevent the necessity of dismissing good men. One week or month there is little or nothing to do to the boilers at work; the next week there may be an immensity to do. To have good and sufficient men, we are obliged to keep them constantly employed, and in regular pay.

Have you ever calculated the expense of those boilers, made in your own yard, and the price which would be paid the manufacturer?—When we make boilers ourselves we make them considerably cheaper; we save money by it. We have been turning it in our thoughts to make our own boilers, but it requires a great deal of room, and a great deal of looking after; and our vessels being, unfortunately, all of different sizes, it would require to have a great many boilers ready on hand. If our vessels were all of the same size, and our boilers of the same

size, we should make them ourselves. We had last year four boilers on hand; one made by ourselves, and three by different persons; but they would fit only a few of our vessels.

You think it decidedly the most economical way to make them?—Provided that the boilers made would suit more than one vessel.

Can you make a boiler for a vessel at home cheaper than you can provide it by purchase?—Yes; there is a very good profit by making boilers. The boiler-making trade has arisen in Liverpool within the last six or eight years; there was not a single boiler-maker in Liverpool ten years ago. We had to send into Staffordshire for our boiler; but all engine-makers have boiler-making establishments now.

Have you had any steamers sail from Holyhead?—No, never.

Are you well acquainted with Holyhead?—Yes; I know it tolerably well.

Have any of your steam-boats been obliged to put in there by stress of weather?—Yes; very often.

Have they been repaired there?—Yes; we have had an instance lately in which we were much indebted to the Post-office for the accommodation we received in the use of their yard: our vessel struck on a hitherto unknown sunken rock near the Skerries, and she was towed in there and repaired at a cost of nearly £300. There was a new keel put in; it was done with great expedition, and very well done; and we were under considerable obligation for the manner in which we were treated. We got the use of the Post-office blocks and had our work done in their establishment, and by their engineers.

Why did you apply to the public establishment at Holyhead?—There was no other.

Unless there had been a Post-office establishment, she could not have got her repair there?—No; we must have brought her to Liverpool; but it was so well done, she started the day after she got out of the dock for Dublin, and resumed her service the same day.

In what way are your stores, tallow, oil, cordage, and so on, purchased,—at Liverpool?—We purchase them wherever we can get them on the best terms; we have no particular mode. We lay in a stock now and then from the merchants at Liverpool according as we want, and the markets appear favourable; oil, tallow, cordage, timber, and iron, are our principal stores, we have large stocks of all those.

How do you get your coals?—We make a contract with a St. Helen's house to supply us with coals, and we have flats engaged to bring them from the St Helen's rail-way down to Liverpool. We consume such a large quantity we were often inconvenienced by the flats being heaped, so we had to change our plan. Now we have eight flats for which we pay £80 a-year each; they are constantly employed by us in bringing coals for own vessels.

Is it a fair question what price you pay for your coals?—We make no secret of it; we pay a certain price; I cannot exactly state the price by the long ton, but it is equal to about 8*s.* 1*d.* the short ton. We have our own flats to bring them down, and we employ those flats in sending cargoes back to Runcom; we are compelled to deliver a large portion of our inland cargoes of flour, porter, &c., at Runcom, about 17 miles up the country; that may be said to be a saving to our company; we should have to pay a great deal more if we did not employ our own flats.

If your vessels lay at anchor in the river, would not the expense of delivering the coal on board be greater than when in dock?—It would be greater to this extent, that there would be a greater number of flats required to do the service. When the flats come in, the moment they discharge a certain quantity into the steamer, the remainder are put into a depôt flat and they then go off. If they were at anchor in the river, they would not get so much expedition in that way. A steamer will not hold above half as much as a flat—a flat holds about 60 tons,—so that it cannot be done so cheap at anchor in the river as in the dock; the same number of flats would not do the service, the price of flat-line must be increased.

And, consequently, the price of coal?—Yes; certainly.

Would it be possible to keep up the same degree of discipline on board your vessels which is kept up on board the Post-office packets?—Quite impossible; the men on board the Post-office packets feel themselves under a sort of obligation, like sailors or soldiers. We cannot keep our men under the same discipline; as soon as they get into port they often leave the business undone; if we were to attempt to control them in the manner a commander of a Post-office packet would do, we should not be obeyed. No captain of a private vessel can have the same control.

Would you be disposed, if the contract were thrown open on other stations than between Liverpool and Dublin, namely from Holyhead and from Milford, to make a tender?—No; certainly not, on any consideration whatever.

Is Liverpool the only one where it could be done?—Yes; and for the reasons I have mentioned it cannot be done to make money, and a private company will undertake it only for money making; the service is one on which we cannot feel any interest except as it leads to profit. I cannot understand what temptation a private company can have, except making money as traders; and therefore unless the thing be profitable in that respect there can be no inducement, and I am quite satisfied there can be no profit from carrying the mails, unless Government pays very liberally; but if a private company were to contract for carrying the mails, there would be an opposition immediately opened; the feeling which at present exists on the part of the public in preferring a Government vessel would be done with, and we should have to contend with every little vessel that might start. I would not have anything to do with a contract, unless driven by necessity. I know the service is so severe, and so heavy the risk, nothing could be made of it compared with the risk, even supposing it paid handsomely. We should be obliged to insure our vessels against the risk and which would cost, perhaps, six or seven per cent. This would be a very heavy expense. After that would come the question of profit. Now at the present moment

Examinations.

No. 8.
Chas. W. Williams, Esq.
18th Nov. 1834.

our company divide only six per cent., without insuring their vessels, what then would become of the profit, supposing our present establishment were considered a mail-packet establishment, and obliged to insure our vessels; we should make nothing; for the dividend we now pay would be only equal to the insuring the vessels. If we were to attempt to carry on the service as the mail-packet does now, no proprietor would submit to run the risk the mail-packets do now without insuring. If then we had to insure at a cost of 6 per cent. on £60,000, the value of four new packets, and were restricted from carrying merchandize or deck passengers, which are often equal to a cargo, and frequently interrupt the management of the vessel, it would leave nothing for interest of money or profit.

Then your only object in offering for the contract would be to prevent others having it?—Nothing else, for that other would be a very serious rival to us. We could not expect the same indulgence from a private company which we do on the part of the Government packets, which starting two years after our company were established, mitigated the severity of a government rivalship, as much as they could; their object being principally to perform the service efficiently. There is now that mutual accommodation which would not take place between mere private traders. Mere private traders, if they came there would ply for passengers, and run down the rates of passage, and it would be impossible to satisfy the public in the way it is now done. It must be done in a very superior way, and that would be incompatible with any idea of profit, which must be the sole consideration with the private contractors.

How many vessels have you on the trade between Liverpool and Dublin?—All our vessels are employed between Liverpool and Dublin, except what run on the Belfast line, and a small one we have chartered to a company at Hull, which was inferior in size, and unfit for the Dublin station. We made last year 524 voyages between Liverpool and Dublin.

What number do you suppose would be sufficient for the Post-office?—It would be impossible to do with less than four, and even with that number it would be sharp work. If we took it we must have four for the purpose; and in case of any accident, we must send one of the others to supply the place. If the mail service were performed by contract, it would be quite essential that a part of the condition should be that they should not be traders, or carry loads of deck passengers; our commanders have frequently, in rough weather, a great difficulty in managing the deckers. They have even compelled the commander to put into port, and in such cases it would be madness to oppose them. Vessels carrying cargoes of goods or deckers, would not have the same speed.

Do you mean that the vessel being deeper in the water could not have the same speed with a lighter vessel?—Certainly not; for she must then be put out of what we call packet trim, that is, a vessel being in a situation that her wheels have a uniform hold of the water. If the vessel is lifted more out of the water, or depressed, her machinery is not so available as if shel were put into the best position for using her engines to the best advantage; a very smalt portion of cargo alters the trim of the vessel to a great extent; the cargo must be put in a one end or the other. It is not like a sailing vessel, where you may put in 10 or 20 tons additional in the centre of the vessel, and which is of no consequence as to the trim.

The contract must be without taking cargo?—Yes; it must be so for a variety of reasons.

Would that increase the expense of the contract?—Yes, very materially; for if we were allowed, as we originally anticipated when the steam-packets were put on, that they would carry the mails and carry cargo also, and sail as the wind and tide suited, we should have been ready to do the service; but the Post-office have set a very bad example, they have done the work so well, nobody has any chance of competing with them. At first, the public were very willing to go in our traders, but now they will not do it.

Would it be possible to go the same speed with freight?—No, quite impossible; the public had no idea of a steam mail packet, such as at present exist. When we started carrying freight, if the public had been left to the accommodation which thus existed, they would have been satisfied with such steamers as we could have given them, and to have gone at such times as we pleased, and as is done on all other stations except to Dublin; but after so many years, and having experienced the advantage of exclusive mail packets unincumbered with cargoes or deckers, and starting at a given hour daily, it would be quite impossible to expect that the public would come back willingly to the accommodation of trading steam-packets. Before the Post-office packets were put on, we were in the receipt of £12,000 a-year for cabin passengers alone, and the very next year it fell off to £1,000; the public would not go with us, with the exception of the inferior class of persons, who otherwise would go upon the deck of the vessel, and which class, if they get the accommodation of our cabins, which more resemble a public-house, they would prefer that to paying a higher fare in the mail packet; but the better class of cabin passengers would not put up with such accommodation; whoever does the service, must do it pretty nearly the same way as it is done at present, and in the same class of vessels and managed in the same way.

There would be no other means of keeping time?—No; the time must be kept as nearly as they can. Unfortunately for those who would undertake the service, there would be no excuse for not keeping time, as the new channel into Liverpool has enabled vessels to start almost at low water. Though there is a great risk, they can go off; therefore the captain would be obliged to go to sea if the weather permitted. The want of water would not be an excuse as a few years ago.

What is the average duration of a boiler in your steam-vessels?—Some boilers last much longer than others; I should say about three years to three years and a half the average.

Have you made any calculation of the wear and tear of a boiler?—Yes we have, but I cannot charge my memory exactly; we calculated that every trip a vessel makes is a deterio-

Examinations.

No. 8.
Chas. W. Williams, Esq.,
18th Nov. 1834.

ration of the boiler to the amount of about £12. In fact, if we were going to calculate what the cost was to be, we should put down £12 for each trip, boilers and wear and tear included. It is one of the most expensive parts of the apparatus; but there is a most extraordinary difference in boilers; some will last years longer than others; some will give way very soon in certain places, and no arrangement in the preparation can avoid it; a good deal will depend upon the iron; we find some plates gone in a very short time, and some others near them as sound as they were at first. Boilers made from picked plates of old boilers, last the longest; we have two that have been in use above four years, and will run nearly the fifth.

If you were to contract with the public, would you purchase the Post-office packets?—Yes, I should make an offer for them. I think without such packets the public would not be satisfied. I would feel it policy also, though at a heavy expense, to get even the same commanders, because the public would require the service to be performed in the same efficient way; and I do not know in what way we could satisfy the public, without coming as near as possible to the present establishment, and mode of carrying on the service.

You think the present Post-office establishment is as perfect as it can be?—Yes; I do not think in the present state of steam navigation, it can be done better.

How many passages do any one of your vessels make in the course of a-year?—Two of our vessels made sixty-two voyages each in the course of the last year; we sail as often as we can; last Sunday we had six vessels come in; but then we had last Friday, in consequence of the state of the weather, none of our vessels went to sea that day; there was an accumulation, therefore, for Saturday; it would not have been safe to put to sea, the captain would not have been justified in putting to sea.

Did the Post-office packet sail regularly on that day?—It did. With reference to the inquiry as to boilers, we consider a long voyage and regular going, is in general easier on the boiler than going seldomer. The "Leeds" went to Bordeaux for three years, and we found the boiler was less injured than if it had been on the Dublin line; it is the heating and cooling that injures the boiler, the expanding and contracting. A boiler will do upon that distant station, longer than it will upon the home service, provided it is made so as to discharge itself of the highly condensed water as it proceeds; after a few hours the salt water becomes highly condensed, and then it should be blown out, and new water taken in.

Do any other observations occur to you upon this subject?—I would only say that if the Post-office would be satisfied with a less efficient service than the present, I should be disposed to make them a very satisfactory tender. Our Company would make a tender that nobody else could, because we could carry a certain number of deck passengers with the mail, and a certain extent of cargo, and which would leave room in our other vessels, which we could turn to advantage. It would be equal to so much money made saved; but I am afraid the public would never be satisfied with it. I think it would be very hard to satisfy the people at Liverpool; and I know we should have rivals in the field directly, which would bring down the fares to a ruinous rate; and unless the Post-office would guarantee a certain amount of receipts, I don't see how the contractors could stand it.

Independently of any feelings of jealousy, could you do it as well as it is now done?—No, we could not, unless, as I observed, we had four equally efficient vessels confined to the service.

Have not the public a right to demand that the service should be performed as efficiently as possible?—I should go farther, and say that the making money ought to be no object with the Post-office—that the first object should be the service; and that is the general feeling. If the Post-office pays us liberally we should have no objection to contract, as we could have equally good ships built and engines made.

But they must pay you high?—Yes; and they must pay anybody very high who does the service satisfactorily.

No company will undertake it without profit?—Not if they knew what the service is. I calculate what the whole receipts are in a year, supposing there is no competition, though there would be a very serious one in the case of a private company; supposing there be no competition, I take the whole of the annual receipts, and I very much doubt whether they would be sufficient to maintain four vessels, without any insurance, against risk. I am sure they would not for a series of years; and no company would undertake it for a short period.

You would not undertake it for a-year?—No, nor for five years. I am sure no one would do it well. What would become of the vessels if they should lose the contract? If I were going to suggest to the Post-office, I should say they should fix a standard, and require that any vessels to be employed on the service should be equal to it, or require such a class of vessels that there should be no possibility of palming on them insufficient ones, otherwise the public would not be safe.

With these conditions, you would not be satisfied with a short contract?—No; for we must begin by building three or four vessels specially for the service, and those vessels would not be fitted for carrying cargoes, and useless, except for mail service; as, for instance, the old "Emerald Isle" and the old "St. George." They were very competent vessels, in packet trim, but insufficient for carrying goods. If there were even a very moderate cargo put on board the present Post-office packets, they would be no longer efficient mail packets. The build of a vessel for the mail service would be altogether different, the engine occupying the great bulk of the vessel, and which is in trading vessels made to hold the cargo.

Do your vessels go to Kingstown?—Only when they are prevented entering Dublin before high water.

They never go to Howth?—No; there is not water enough for them to go in there.

No. 9.
G. H. Freeling, Esq.
7th April 1836.

No. 9.

Thursday, 7th April, 1836.

George Henry Freeling, Esq., was again called in and examined as follows:

You stated, in a previous examination to the Commissioners, that there is a sufficient practical knowledge in the General Post-office to exercise a real and efficient control over the Packet expenditure?—I believe that that was with the reservation, if the Agent was worth anything—that we must depend upon our Agent, and I think my answer was, that there was a sufficient knowledge to control the service, provided the Agent was good for anything.

Who is there at the General Post-office who possesses this professional knowledge, and exercises this control?—There is nobody at the Post-office professionally educated as a seaman.

Is there anybody at the Post-office who possesses a practical knowledge of the management of a Dock-yard?—None.

You stated that you yourself examined all the accounts from the yard?—I see all the accounts transmitted by the Agent, more for the purpose of satisfying my own mind that they are checked and certified and examined by him, than for any other purpose; for I need hardly say that it is utterly impossible for me, or for any person in London, to control the issue or the application of small stones at a distant Dock-yard.

Are the accounts for the year submitted to any examination in London, with a view to check the amount of the prices charged?—The quarterly accounts contain the tradesmen's bills for the supply of the articles charged, and it has happened in frequent instances that if it appeared from, I must fairly say, the casual examination that I was able to give them, that a higher price was charged than we have been in the habit of giving in London, an explanation is asked immediately; but as for any actual check and examination, for the purpose of seeing whether the rope was charged at a particular price more than another, that was not done. We have the guarantee of the tradesmen supplying us at Liverpool; the articles were ordered through the postmaster, who had some general knowledge of the prices, and there was the Agent, the responsible officer at Holyhead; if rope was charged more in one bill than in another, he, being a seaman, who must know the prices of those articles, it would have been his duty to call our attention to it; he was the resident check officer of the Postmaster-General, upon the spot.

In cases of expenditure in London, incurred on the part of the Packets, when the accounts do not pass through the Agent of any Station, are they certified by any person before payment by the Post-office?—Any articles purchased in London for the service of any of the Stations we invariably send to the Stations the bills themselves, to be certified by the Agent as to prices and the quantities received.

You conceive therefore the whole system to rest upon the responsibility of the Agents at the Packet Stations?—If the Agent is not responsible, I cannot possibly conceive what is the object of his employment; if the duty is merely to keep a journal of the arrival and departure of the Packets, the postmaster would have answered every purpose, and there would have been no sort of necessity for appointing an Agent.

Mr. Goddard, the Agent at Holyhead, stated to Captain Evans and Mr. Gardiner that he is not responsible for the issue of stores, for the receipt of stores, for the quality or price of stores, for the labour accounts, for the storekeeper's accounts, nor for anything connected with the engine department. He further said, that there is not a single book kept in the Dock-yard, for the accuracy of which he can answer. Do you consider that Mr. Goddard was justified in making that statement?—I would say very broadly, that that statement of Mr. Goddard is wholly contrary to my idea of his duties as an Agent, for if that statement be correct, I cannot answer the question better than by putting another—What can have been the use of the appointment of an Agent? As for the books and accounts in the Dock-yard, as it is termed—that Dock-yard was a creation of his own, left entirely to his management, and who was to be responsible except the Agent, the Postmaster-General's officer, I cannot possibly imagine. I had heard before that there had been a disclaimer on the part of Mr. Goddard of responsibility; I certainly thought it was to be taken with a qualification, namely, that it could not affect his general responsibility, but that he could not be held responsible perhaps for the application of every pound of iron and every foot of deal, but for the general responsibility of that Station I have always looked upon him, and on all the Agents the same, as the responsible officers of the Postmaster-General; and, perhaps, the Commissioners will allow me to remind them of my evidence long before there was any suspicion of these frauds, when I stated that the Agent was the responsible officer on the spot, and that if he did his duty all would go on well.

After what has been discovered as having taken place at Holyhead, are you not of opinion that it would be advisable to provide some more efficient check, on the part of the central authority in London, over the steam-packet establishments, than seems hitherto to have existed?—I have been anxious for years to get rid of the steam-packets, which ought never to have fallen upon me, but which did fall upon me as fifty other things have, because there was nobody else to take it up. With regard to the steam-packets in particular, the Commissioners cannot fail to be aware that the Post-office has now been under various Commissioners of Inquiry since the year 1821; that during the greater part of those years the question of contract and establishment of the packets has been an open question, subject to the decision of the Government. I say very honestly, that I have looked forward to that decision anxiously, because it was quite

impossible that with all I had to do I could attend to the steam-packets properly, but expecting from year to year that this question of contract and establishment would be settled, I did not feel that I should be justified in proposing to the Postmaster-General, of my own accord, to make a change in the constitution of the office, which change must create a new establishment that might be found unnecessary in the course of a few months, if the packets were taken from the Post-office and put under the Admiralty, or the whole of the service performed by contract.

How many years have you had the principal control over the steam-packet establishment?—From the first commencement.

Have you been in the habit of visiting the different stations, for the purpose of inspection?—I can hardly say for the purpose of inspection, but I have been sent down to the different establishments on inquiries into the conduct of captains, and for other purposes. I was at Holyhead for some time, to examine and try an experimental steam-vessel, and to attend the King when he went over to Ireland, but I can scarcely say that I ever have been sent down to examine the accounts; I do not think that I have.

In point of fact have you ever personally inspected and examined the accounts at Holyhead?—Never, I believe.

Has the Postmaster-General, or any other officer of the Post-office, ever inspected that establishment to your recollection?—I believe not; the only time that I have been at Holyhead since this Dock-yard has been established, and has been in operation, was once upon leave of absence—I was going to Scotland on leave of absence—I was kept at Holyhead for a day, and I took the opportunity of going through the works with Mr. Goddard, as any other person would have done, but certainly without an intention of examining the accounts; I do not think that I looked at a single book.

The commanders are required in some instances to certify the bills incurred for repairs, or outfit of their vessels; in case of their objecting to the charges in the bill, would they be paid without proper inquiry?—Not without proper inquiry; all bills for ships under outfit, when away from their own regular port and under the control of the Agent, are required to be certified by the Captain as to their justness and correctness.

Do you remember the case of the bills incurred for the outfit of the Gulnare, which have been stated to be paid, notwithstanding a strong representation by the Commander that they were unreasonable?—There were objections to certain bills of the Gulnare, which bills were put into the hands of Mr. Lawrence, who I know made inquiries into the disputed items, and, if my memory serves me correctly, a deduction was made from one of the bills, and explanations were given of the others. Mr. Lawrence, I believe, saw the tradesmen themselves.

Have any means been taken to procure stores by contract at Holyhead?—Endeavours have been made to procure coals by contract, but as for other stores I am unable to say; I think not; I think they were purchased at Liverpool at the market prices of the day.

Were you aware that the agent at Holyhead was in the habit of purchasing stores from the storekeeper and resident engineer, or that either of those officers were in any way interested in the supply of the stores?—Certainly not.

Were you aware that it was the habit of the officers at Holyhead to employ their own vessels in the carriage of stores at a higher charge than could have been obtained from private ship-owners in the neighbourhood?—I am aware that there was either some anonymous letter, or some attack in the newspaper, or something or other about the employment of vessels belonging to persons connected with the establishment—which it was I forgot, but it was sent down to Mr. Goddard for his explanation, and my own impression is that the explanation must have been satisfactory, but we certainly were not aware that Mr. Goddard, or any other person, was employing the vessels belonging to officers of the establishment, at a higher rate than he could obtain freight anywhere else.

Do not you conceive that the employment at all of private vessels belonging to officers of the establishment for public service is extremely objectionable and open to suspicion?—I think, certainly so; for that reason we sent down the letter or statement to Captain Goddard.

Are we to understand that in that letter the practice of employing those private vessels was actually forbidden?—My memory will not serve me upon that; it was sent down for Mr. Goddard's explanation: one thing I can go so far as to say, that if we had been aware that any vessels belonging to persons connected with the establishment were employed for the public service, if there had been any other means of getting the same service performed at the same rate of charge by other vessels, I should have taken upon myself to propose to the Postmaster-General to forbid the practice, as at all events objectionable and much better given up.

It appears that there is a vessel at Holyhead called the Iris, the expense of maintaining which, since 1823, has been £2984; can you state to the Commissioners for what purpose that vessel has been kept?—When the steam-packets were introduced upon the different stations, it was necessary to purchase the sailing vessels belonging to the commanders which were valued as packets and paid for very highly, and upon the re-sale by auction very little was obtained for them. The Iris was a remarkably fine cutter, and the Postmaster-General determined that she should not be sold by auction and thrown away, as the others had been, for she had been a yacht, and was calculated to be a yacht, and it was thought not at all improbable that we might, in the passion for yacht-sailing, get a purchaser; two or three people have been in treaty for her at different times: she was kept there as a reserve in case of being required for dispatches when the steam-packets could not be sent; she has been very little employed in the public service: she was employed as a packet on the Weymouth station for some time, and at another she was stationed for some months in Ireland for the

Examinations.

No. 9.
G. H. Freeling, Esq.
7th April 1836.

purpose of bringing dispatches. As for the expense, I do not know whether the sum mentioned includes her crew, because, although she had in point of fact merely one man in charge of her, her crew, as it was termed, were employed as labourers in discharging coals; though borne as the crew of the Iris, they were employed generally as labourers.

Mr. M'Knight states, that the late agent at Holyhead has, in some instances, paid freight for a considerably greater quantity of coals than was received, or in fact than the vessels bringing them could possibly hold; has this circumstance been represented to the Postmaster-General?—I heard of that circumstance casually the day before yesterday for the first time, and I then made some inquiries into it.—I think it is susceptible of very easy explanation, for on referring to an old paper, dated in 1829, it appears the coal is purchased by a sort of conventional measure of pit tons, or waggons at the pit's mouth, but afterwards turned into store at twenty-eight bushels to the ton, and the tonnage paid to the crews of the colliers is at the same rate at which the coal is turned into store, without reference to the actual measure at the pit's mouth.

[*Mr. Thomas M'Knight* was called in, and the last question and answer of Mr. Freeling were read to him.]

You have now heard the explanation Mr. Freeling has given upon the subject of the freight of coals; will you state to the Commissioners whether you consider that that accounts for the difference which you observed?—I should think it would in a great measure. The difference of the tonnage being delivered in a less number of bushels than that brought from the pit, would certainly account for it.

You stated to the Commissioners that while you were at Holyhead you detected great frauds in the delivery of coals?—Certainly, amounting to frauds.

Will you state in what that system of fraud consisted?—I apprehend them to arise from a larger quantity of coals being charged to the packets from the yard than actually went out, consequently in expending a greater quantity of coals upon the books than were supplied to the vessels at all, there appeared to be a very great irregularity in such proceedings.

In what way did you discover that those irregularities went on?—I discovered it, as I mentioned before, by measuring the waggons, and finding that the waggons could not possibly contain what was entered upon the books; they were represented to contain eighteen bushels, and we could not possibly put more than sixteen in them, and consequently there was charged, in every day's issue, a considerably greater number of bushels than there really was issued out of the yard.

(*To Mr. Freeling*).—Have the circumstances that Mr. M'Knight has just mentioned with respect to the delivery of coals been brought before the notice of the Postmaster-General?—This is the first that I have heard of it, which may probably be accounted for by the report having been made in my absence.

(*To Mr. M'Knight*).—Was what you have now mentioned to the Commissioners inserted in your official report to the Postmaster-General?—It was in an official letter, in almost one of the last.

It has been stated by Captain Bevis in a letter to the Postmaster-General, that considerable waste takes place in coals that are in store, and he requests that an allowance may be made in consequence of that waste. Have you examined into the practice upon this point in the naval yards?—I have.

Will you state what the result of your inquiry has been?—I have been able to ascertain that there is no allowance whatever for waste made in any of his Majesty's yards, and that the coals invariably are received by weight, and that they are turned out according to the weight at which they are received, and, therefore, that there is no coal lost in their distribution to the steam-vessels or otherwise.

(*To Mr. Freeling.*)—It appears from a copy of a letter transmitted to the Commissioners, that Mr. Goddard was desired by you to make a full explanation of the charges made against him: has this explanation been received?—There have been two letters received from Captain Goddard, both of which are undergoing the process of being copied for the purpose of being sent to the Commissioners, in consequence of an order that we received yesterday or the day before; one of those letters we received only late last night; it had been in Lord Lichfield's possession.

Have you addressed any explanation to the Postmaster-General on the subject of the Holyhead establishment since you have seen Mr. Gardiner's and Captain Goddard's report?—I have not gone into the merits of anything that has occurred upon the Holyhead station, but I thought that there was a personal attack made upon me, and an attempt to connect me with what has occurred at Holyhead, in a way that I thought very unfair, to say the least of it; and I have made my observations upon that to the Postmaster-General as my superior officer, for the information of the Treasury and of the Commissioners.

Should you object to communicate that report to the Commissioners?—I have no objection to it, but I have not a complete copy; it was written at Paris and sent over to Lord Lichfield, who has the original, and who had a copy made for the Treasury.

Then you would have no objection to communicating a copy to the Commissioners?—None whatever; it was written for their information and for that of the Treasury.

With regard to any questions that arise at the packet-stations respecting the propriety of making any alteration in the machinery or size of the vessels, or any points of that description: to whom were such questions referred at the Post-office?—The Post-office was in constant communication with the London agent of Bolton and Watt, who is one of the cleverest and most intelligent men with whom I am acquainted, and we were in the constant habit of consulting either the agent of Bolton and Watt or Mr. Watt himself.

Your answer refers to questions relating to engines?—Yes.

Supposing the question related to any point affecting the construction of a vessel, whom did you consult in that instance?—The opinion of the agent on the spot; the agent at Holyhead, which is the principal dock-yard, being a professional man and a thorough seaman.

You had in point of fact no professional authority officially connected with the General Post-office?—None at head-quarters at the General Post-office.

Are you at all acquainted with a system of check in the Admiralty-office at Somerset House upon the naval dock-yards?—Not at all. The dock-yard at Holyhead was a creation of Captain Goddard's from time to time, to meet the exigencies of the service, and there has been no general revision or even consideration of the system of accounts, under the uncertainty always, as I stated before, of how long the packets would remain under the control of the Post-office.

It was stated by Mr. Goddard, that Mr. Banning, the postmaster of Liverpool, is responsible for the quality and prices of the stores purchased by him for the use of the packets at Holyhead, and that this system of purchasing was established by the directions of the Post-office; do you consider this to be a correct statement?—I certainly do not consider Mr. Banning to be at all responsible for the purchases that he made when the steam-packets were established at Holyhead; as that place did not afford means of furnishing stores for their maintenance, it was necessary to procure them from Liverpool. The agent was directed to procure them from Liverpool, and Mr. Banning was requested to interest himself in obtaining the necessary supplies of the best quality and at the fair market prices; indeed to act for the Post-office instead of employing a broker, and from his known respectability and character, from his position in the town, from his general ability and knowledge of all parties in the town, it was conceived to be quite impossible to adopt a safer and more satisfactory course to procure what might be required. Mr. Banning, I ought to say, has had no interest, direct or indirect, in the supply of any of those articles.

Are you aware of the system pursued by the agent at Dover with respect to the accounts?—We have no dock-yard at Dover. All articles for the maintenance, repair, and refit of the vessels are supplied by the tradesmen.

It has been stated by Mr. Hart, the agent at Dover, that the only check which he has upon the tradesmen's bills which he pays for the stores furnished to the service consists in his dependence upon the honor of those tradesmen not to charge for more than has actually been delivered. Do you conceive this to be such a check as ought to be the only one depended upon in any public department?—I conceive that the person who would give such an answer as that must have a very extraordinary idea of his duties as agent, and the duties must be carried on in a very different manner from what they were under his predecessor, where I know that inquiries were made of the different tradespeople to obtain estimates of the prices of the different articles that were required, and I know that the captains also were required to certify the bills as a proof that they had satisfied themselves as well as the agent that the prices were just and reasonable.

It has been represented to the Commissioners that great inconvenience has been experienced from no bag being made up at Dover to Ostend; what objection is there to this being done?—There is no objection on the part of the Post-office.

Would it require much additional establishment to enable a boat to be sent daily from Dover to Ostend?—I think, speaking off-hand, that one additional packet might be sufficient if sent from Dover, and then for that additional packet the cost of outfit and her maintenance, and the coals for two extra voyages in the week, the amount of expense might be easily ascertained.

Have any representations lately been made to the Post-office, complaining of the manner in which the service of the mails is performed between London and Rotterdam and Hamburgh?—I have seen a letter from Mr. Wilson, the chairman of the Association of Merchants, complaining very much that the mails to Holland are sent, not by the regular packets belonging to the Post-office, but by vessels carrying cargoes. I understand, though I have not seen them, that there have been other representations recently to the same effect, those representations have been forwarded to the General Steam Navigation Company, who either have made, or are about to make, their explanation to them, and I believe that they are now being copied for the purpose of being sent to the Commissioners.

It has been stated to the Commissioners that there are no accounts of the packet station at Liverpool to be found in the office there, previous to the appointment of Captain Chappell, a few months ago; will you have the goodness to state under what circumstances those books were taken away?—I believe Captain Chappell applied to the son of Mr. Richardson, the previous agent, for those books, and was informed that they could not be given up, as they were mixed up with his father's private affairs, but he promised that copies of everything relating to the office should be furnished. On further application to him by Captain Chappell, he was informed that his father had required the books, and that they were sent away to him, but as there was no dock-yard establishment at Liverpool, and all the expenditure was comprised in the tradesmen's bills, the loss of those accounts is not perhaps of any great moment, as the accounts themselves are at the Post-office or the Audit-office.

Mr. Richardson was dismissed from the service of the Post-office on account of an extensive system of fraud in which he was discovered to have been implicated?—Mr. Richardson was dismissed for defrauding the tradespeople. The first clue to it was an accusation that he required a per centage on part of the victualling contract, and it was afterwards discovered that, although he had transmitted to the Post-office the receipts of the parties having

Examinations.

No. 9.
G. H. Freeling, Esq.
7th April 1836.

claims upon the office for articles supplied for the use of the packets, that they had been foolish enough to give their receipts to him without getting the money.

Mr. Richardson is abroad, is he not?—I understand that he is at Leghorn.

It will be therefore impossible to compel him to give up those accounts?—It will not be possible, I am afraid, to compel him to give up those books; but as his family, I believe, are respectable, and part of them still remain in Liverpool, I should hope, upon a representation to him, that he might be induced, from the respectability of his family, to give up those books.

The books have likewise disappeared at Weymouth; will you have the goodness to state to the Commissioners under what circumstances those books have disappeared, and whether you conceive that in that instance there is any reason to suspect that it has been the result of a bad motive?—I was very much surprised to hear from the new agent at Weymouth that he had not received any official documents from the widow and executrix of his predecessor, who stated that she had destroyed them. My own impression is decidedly that this most ill-advised act merely proceeded from the caution natural to her country, for the agent was a man of the highest moral respectability and undoubted integrity, and there cannot be the slightest reason to believe that the destruction of those books was occasioned by any improper motive. I believe that the Commissioners have received a letter from Captain Stevens containing Mrs. Mackenzie's reasons.

Are there any further observations that you are desirous of addressing to the Commissioners on the subject of steam-packet establishments?—None.

No. 10.

Edward Cohen,
28th July 1835.

No. 10.

28th *July*, 1835.

Edward Cohen called in and examined as follows:—

Have you any acquaintance with the steam communication between this country and Holland and Hamburg?—Decidedly.

State what means you have had of obtaining that knowledge?—Having been in that trade for the last 20 years; the Hamburg trade particularly; and connected occasionally with the Dutch trade.

Have you formed any opinion on the subject as to the mode in which that communication is conducted which you wish to state to the Commissioners?—I have.

Have the goodness to state it.—This time last year I took the liberty of writing to my Lord Conyngham, who was at the head of the Post-office; his lordship answered my letter, and gave me an interview at Dudley House; I laid before him a similar statement to that which I have handed to the Commissioners; his lordship approved of the plan, but he thought the country would not or could not spare the money.

Have the goodness to state the substance of that statement.—I stated to my Lord Conyngham that I thought I might save the country from £15,000 to £20,000 a year if the government would adopt steam-boats in preference to contracting with the General Steam Navigation Company; and at the same time I handed his lordship a statement showing the expense of the steamers and the probable amount of the freight they would make, out and home. His lordship thought the thing fit to be adopted, but at the same time he stated he thought the country would not be inclined to spare £100,000 for the purpose of adopting steam-boats.

You are of opinion, are you, that too much money is given to the General Steam Company for the services they perform?—I think so. And I am likewise prepared to state that they must make a large sum of money out of the trade, in consequence of the boats that they are continually building; now and then they are building a boat of from three to four or five hundred tons, which cannot be done without a great outlay.

If they are making unreasonable profits, how do you account for the circumstance that other companies do not underbid them for the contract, which is, you are aware, offered to public competition?—I have endeavoured to impress that on the minds of the public generally; but the fact is, it is utterly impossible to compete with the General Steam Navigation Company; having a large capital, having large and powerful boats, the moment a boat is attempted to be put on any station they immediately put on a boat against them; with their capital, and having been established many years in the trade, it is utterly impossible that any private company could compete with them.

If you are of opinion that no private company can compete with them, do you think it would be a prudent thing in any Government to put themselves in the situation of a private company, and to endeavour to compete with them?—They would not attempt to compete with the Government: they compete with a private company, because they know they have little or no means; but the Government have too much power for them to attempt to subdue them. Formerly the packets were allowed to take bullion and bonds; I have shipped millions of pounds sterling on board of packets for all the merchants of the city of London. I call now on the Government to carry goods in addition to the bullion and bonds, by which means they would save £16,000 or £17,000 a year, which they are now paying, and they would make most likely £10,000 or £15,000 a year besides.

Do you mean on the freight?—Yes, and I can prove it, if necessary, to the Commissioners: there is no difficulty in it, and from having had many years' experience I confidently say the public would support the Government packets in preference to any other; they know the regularity of them—they know they must go at fixed periods—they will have all the passengers—all the bullion—all the bonds, and they would have all the goods, provided there

Examinations.

No. 9.
Edward Cohen,
28th July 1835.

was only time allowed to load and unload the goods. If a packet comes in on a Monday and is obliged to sail again on Tuesday, she would not have time to obtain the goods; but if three or four days were allowed to obtain goods, I have no hesitation to say that the packets would make £200 to £250 freight out. The Steam Company had a vessel come in on the 20th of the month with £450 freight; on the 27th a vessel came in with £400 freight: what an enormous sum that is, independent of what the Government are paying them!

Are there not other companies besides the General Steam Navigation Company possessing great capital, and who would, if this was so lucrative a business, enter into competition with them?—Not one—they cannot—they will not attempt it against the General Steam Company; they are sure to beat them down. The St. George's Liverpool Company took the contract of the Government; the General Steam Navigation Company gave them nearly £5,000 for that contract; it was told me some time ago, and it was confirmed yesterday—if the Commissioners think proper I will give them the names of the persons who told me—that the General Steam Company give to the St. George's Company £2,000 a year not to interfere with the contract, and so long as the Government contract with the General Steam Company they are to receive this £2,000 a-year. How is it possible for any other company to compete under those circumstances, and if that fact is proved?

Is the steam intercourse between London and Scotland conducted by the Steam Navigation Company?—No.

Must not the parties engaged in that intercourse be persons of great enterprise and capital?—Yes. But then they fill their boats with their own stations, and they would not feel inclined to leave the station to compete with the General Steam Navigation Company; they are doing well on their own station, and to compete with the General Steam they would lose a great deal, and the General Steam would not allow competition or anything to interfere with them. It is too great a body.

Do you know how many great companies there are now—Steam Companies—in London?—Foreign,—very few indeed; I should say, not more than one—the General Steam is the only one that goes foreign.

The steam-boats that go round from London to Plymouth—is that done by a company?—I believe it is, but it is mere coasting trade; they are not built to go foreign.

No. 11.

No 11.

14th August, 1835.

R. Wallace, Esq., M. P.
14th Aug. 1835.

STEAM PACKETS.

Robert Wallace, Esquire, M.P., examined as follows:

Do you conceive that the Steam Companies in the Clyde would be willing to contract for the conveyance of mails by steam-boats on reasonable terms?—The extent to which the building of steam vessels in the Clyde is now carried, and the excellent character which these vessels have obtained and preserved for many years, convinces me that the proprietors or builders of them would be willing to contract for the conveyance of mails from Liverpool to Kingstown, or Holyhead to Kingstown, Portpatrick to Donaghadee, or any quarter where contracts for steam packets may be required. In Greenock and Port Glasgow there are extensive builders of steam-packets; the characters of which companies and of the vessels they build, and the machinery which the engineers put on board of them, I believe are not excelled by any in the three kingdoms, nor is the speed at which they go excelled in any of the ports of the kingdom. In proof of which I will instance one among many—and this not a trader. The steam yacht built even a good many years back for Mr. Assheton Smith, Member for Caernarvonshire, by Mr. Wood of Port Glasgow, I had understood to have been built at a much lower rate than the Post-office steam-packets plying between Holyhead and Liverpool and Kingstown, which were built about the same time; and upon inquiry of Mr. Assheton Smith in the course of this Session of Parliament, he has confirmed the report of this being the case, adding that he had frequent opportunities of trying the speed of his vessel with the Post-office packets and others in the above stations,, and he invariably beat them, and sometimes running a long way a-head of them. That his steam vessel had been constantly at work during the summer season for some eight or ten years, and had never required any repair at all, and had been sold to a company at Newcastle to trade with London; and although now loaded heavily with goods, such had been the excellence of construction of the vessel and machinery, and the benefit of having copper boilers in preference to iron, that she still, as he understood, was not costing the company any repairs whatever. In speaking of the cost, Mr. Smith assured me his vessel with copper boilers was considerably cheaper than the Government packets with iron ones; and that he considered the builders in the Clyde as certainly first-rate tradesmen for supplying steam-packets for any service whatever. That he would be willing to come before this Commission, or in any way, to give testimony to that effect.

How many companies are there in the Clyde of considerable reputation and capital?—There are a good many in the Clyde. In Greenock there are five or six companies of great respectability.

Do you mean as steam-boat builders?—Yes; as steam-boat builders. There is Messieurs John Scott and Sons, men of very large capital, and most excellent tradesmen. There is Mr. Robert Steele, also a first-rate tradesman, possessing large capital; and each of these companies have the advantage of wet docks and dry docks within their own premises. Mr. William Simons of Greenock, and three or four more, have constantly steam-boats building and repairing in their building yards. There are two extensive foundries in Greenock where

Examinations.

No. 11.
R. Wallace, Esq., M. P.
14th Aug. 1835.

steam-engines of the very best description are fitted up and sent to every part of the three kingdoms: they are sent to London, to Bristol, to Liverpool, to Dundee, Aberdeen, Leith, Newcastle, Dublin, Belfast, and many lesser places. In Port Glasgow Mr. John Wood is a very eminent builder; his vessels have not been surpassed by any, and some of the best steam-packets which trade between Leith and London have been built by Mr. Wood; and also by the Messieurs Scotts, and by Mr. Steele. In Glasgow and on the banks of the Clyde there are also a considerable number of excellent builders of steam-packets, with a great many foundries, where the engineering part is done in the best manner, certainly equal to what can be found in most parts of this country. It is understood, and it is my belief, that the prices and quality at which steam-packets are produced from the Clyde, including the different towns I have mentioned, cannot be surpassed, being not only excellent in quality, but very considerably cheaper than they can be produced, or have been produced in other quarters, and this will account for the extensive trade which has sprung up on the shores of that river. I may just add that steam navigation in this country commenced in the Clyde; that a company of merchants of Greenock shortly after established the post communication between Ireland and Holyhead; that they offered to carry the mail free of expense to the Post-office, provided they should be allowed to have the benefit of passengers, and no competition from the Post-office. This offer was declined on the part of the Post-office: a similar offer was declined by the Post-office with a Liverpool company, and these refusals by the Post-office, and this state of things, originated the ruinous building of Post-office steam-packets, and established the new system in that department of being proprietors in place of contractors, as they had ever been before. These facts are strongly pointed out by the Commissioners of Inquiry, but they consist also with my own knowledge, from information in my own possession taken from documents, such as petitions and memorials to the Treasury, to the Post-office, and to the House of Commons, by the parties who were so unjustly and unwarrantably aggrieved by the interference of the Post-office under the circumstances I have stated.

Do you think that steam-packets could be obtained by contract for the Post-office more cheaply than the way in which they are now obtained?—I am perfectly convinced of that being the fact, and that when this Commission has proceeded in the same just and liberal manner as to steam communication as it has done with regard to mail-coaches; that is, to give notice to the public in the most extensive manner, and a reasonable time for capitalists to look about them and to see their way, that assuredly there would be offers to convey the whole post communication by water under contract, the same as the mail-coaches has been done; and as the mileage of mail coaches will be done, if the same excellent course is adopted. At the same time, while the great public capital engaged by the Post-office on steam-packets exists, unless these were to be put by degrees on a footing of something like equality with the private contractor, it would be impossible for him to compete.

Do you know at what rate of prices the companies you allude to could furnish steam-boats, and are you aware what price the Post-office pay for the steam-boats now?—I am not aware what price the Post-office now pay except from understanding the rate paid for the communication between this country and Holland, Rotterdam and Hamburgh, and from the information which I have obtained from various quarters, I am of the belief that companies may be found immediately, in London and elsewhere, if encouragement is *bona fide* held out, to compete with the Steam Navigation Company which at present have that contract.

Do you know at all the number of men that the contracting companies put on board their steam-boats to work them?—The number of men put on board by companies engaged in steam-packet private trade depends entirely on the size and tonnage of the vessel, and on the nature of the service and the sea over which they have to pass; but it is a universal rule with all respectable companies to put as many men on board as will navigate the vessel with the most perfect safety at the greatest speed: in proof of which, I can give as an instance, that vessels arrive daily from Liverpool in the Clyde, starting at the same time, and the powers of the vessels so exactly equal, that they frequently perform the voyage, which takes about twenty-four hours, so nearly together, that the two vessels are frequently not more than one hundred yards separated at the time of their passing my windows, and on their arrival in the port of Greenock, and yet these vessels perform the voyage at a rate of about ten miles per hour throughout.

Is there any station with which you are better acquainted than others, on which you can give evidence as to their comparative advantages of contract or of establishment of steam-packets?—I cannot speak to one station more than another. I speak generally to the fact, that having investigated the accounts which have been produced to the Commissioners of Inquiry, and those which I have moved for, and which have been laid on the table of the House of Commons, I am prepared to prove to demonstration that the price at which the Post-office steam-packets have been purchased and provided, and the cost annually, is a vast deal more than would be sufficient to find vessels by contract which would do the required work in a manner equally satisfactory and regularly. I speak of all the stations which are under the management of the Post-office, my attention having been particularly directed to look into this subject, in consequence of the interest I have taken in the general management of the Post-office.

Are you aware that merchants put always much fewer men in proportion than the Government do in its vessels?—I am quite aware that merchants have fewer men on board, and for this reason; they are generally much better acquainted with business and the value of capital, and not so tied down to a moment as a Post-office packet must be; but provided merchant vessels were taken by contract, they would be bound to go at the same moment, and to arrive as regularly as the others, and consequently they must put on board such an ample number of men as would insure to the public the performance of their contract. I have never known

any merchants of respectability and capital make an engagement which they do not provide for the fulfilment of.

Have you any knowledge concerning the steam boats that traffic between Bristol and Cork by a company?—I have no specific information with regard to these vessels.

Have you anything to suggest regarding the Holyhead station?—With regard to the Holyhead station I have had a great deal of information conveyed to me in various ways; some part of it I have been obliged to look at with considerable suspicion, inasmuch as it appeared that there was either a jealousy existing between the parties who communicated with me, or there might be some disappointment as to employment or otherwise; but taking it as a whole, and having been in communication with persons of great respectability, intimately acquainted with steam navigation—(unbiassed, I believe, regarding any individuals at Holyhead,) who have had opportunities from residence occasionally there, and frequent visitings in the neighbourhood, and whose attention had been drawn to the extraordinary fact of a great new establishment rising up there, apparently conducted by men not well selected by previous experience for so great an undertaking, these persons being good navigators also, have assured me that there is a degree of waste and expenditure in the land establishment at Holyhead far exceeding anything they had ever seen or heard of in any King's yard, even in war time, or in any private building yard, however ill-conducted, or in any establishment where tradesmen of the various descriptions of blacksmiths, carpenters, and all the others that are required for the building and repairing of steam packets is to be found. One point which has been prominently put before me, but of which I cannot speak as a fact, is, that a great proportion of the persons employed at Holyhead consist of apprentices. That these apprentices are charged at men's wages of a very high rate, and in consequence there are two evils arise: the first is the expense—the second is, that when Post-office packets are sent there an enormous unnecessary expense is incurred, and great delay; and I have been assured from a quarter which I am inclined implicitly to believe, that the repairs, generally speaking, really are of a very expensive, and unnecessarily so, extravagant description. This being a matter of opinion, which came to me from persons who may be deceived, I merely repeat it as it was conveyed to me, again adding, I believe the whole to be consistent with fact.

Do you know whether the Post-office steam packets have formed always a good and safe communication between Holyhead and Howth, or whether there is objection to them on that ground?—I believe the communication on the whole to be good; but I believe that some of the vessels at present plying belonging to the Post-office are, what sailors would call, perfect *tubs*, quite easily to be beaten by vessels of much less horse power, and which would cost a great deal less money; and if my information is correct, some of the last-built are of this inferior class.

Are you aware of the terms of the Post-office contract for the conveyance of letters between this country and Rotterdam and Hamburgh on one side, and between Liverpool and the Isle of Man on the other?—I am aware of both of these being done by contract, and I have seen a calculation made; it was shown to me by Lord Lowther in manuscript, by which it was made to appear that the charges to the country by the Post-office packets exceed those by contract in a proportion of one hundred per cent. at least.

Do you think the contract between this country and Rotterdam and Hamburgh is established on fair terms for the public?—The reports I have heard induce me to believe that, on open tender, this contract will be considerably reduced. I have reason to believe these contracts would be reduced £5000 or £6000 a-year on open tender. With regard to the contract between Liverpool and the Isle of Man, it is done at a very cheap rate, not exceeding £800 a-year, I believe.

Do you know anything respecting the station at Milford?—I only know it from having read very carefully the various reports on communications with Ireland. The expense incurred there is very considerable, but I do conceive the expense to be attributable to the system of employing vessels, ill-manned as all are, the property of the Post-office, and still more from the imperfect construction of these vessels, and even yet more from their not being of proper power to navigate the rough sea in winter months between Milford and Dunmore.

Do you think that a company could be found to carry on the communication between Milford and Dunmore at a rate much cheaper than that at which the Post-office now does it?—My conviction being that a private company can manage everything so much cheaper than a public department, I have no hesitation in saying that that would be the case; and I would enforce my view with this argument:—Steam companies are everywhere thriving, the price of their shares are everywhere increasing under good management, if I am rightly informed; as to the Great London Steam Company the shares originally were £15, the shares dropped down to £3 and £4, and since they have had the conveying of the Post-office mails they have very much increased in their value, and at this moment I am told they are worth £18; but, speaking generally, steam-navigation companies in London, in Liverpool, in Bristol, and in all the ports of the Clyde, in Belfast and in Dublin, are all making money: it is an exceedingly good trade, either as regards the larger class of vessels or the smaller. There were no less than nineteen new steam-vessels all at one time being built, on the shores of the Clyde, in the month of April last; and several of these were of a very large size, and unusually strong workmanship, particularly that magnificent vessel the City of Aberdeen. If my impression, therefore, be correct of a great amount having been lost to the country through the employment of vessels belonging to the Post-office, and if it be true that all other trading companies have made a great deal of money, the position I have taken will be borne out, that private companies can do with a profit that which a public department would do at a loss.

Do you think there would be the same regularity and security if private companies were everywhere to be employed?—I have no doubt of it; where the greatest regularity has been

Examinations.

No. 11.
R. Wallace, Esq., M. P.
14th Aug., 1835.

exhibited is in communications with Ireland from Liverpool and from Holyhead, and during the time the private company from Greenock, and the private company from Liverpool, conveyed the mails, these went with equal regularity as the Post-office communications have done since; bearing in mind, however, that steam navigation was then in its infancy, that these companies initiated and originated the navigation across that extremely rough passage, and of course a similar company now from either place, or any other place, would keep the time as well as they did then, and as much better as the great improvements since made would enable them to do. It is a mere matter of horse-power and of good mechanism in the hull of the vessels, and of management, which regulates the certainty or uncertainty with which steam communications are made.

Would you recommend any alteration in the present system of communication between Dover and Calais? for instance, would you recommend contracts there?—I would recommend contracts between Dover and Calais, and everywhere else; I would recommend a better class of vessels and of greater horse-power, and of course that the packet conveying the mail belonging to this country or to France should be the packet to bring back the mail; and I believe the contract system would hold equally good when confined to passengers and mails, as where it shall be convenient to admit of goods being carried; but were day mails from London established, and consequently two packets crossing daily, as to Ireland, there would be less necessity for confining mail-packets to passengers and letter-bags. With regard to the communication between Liverpool and Ireland, and Holyhead and Ireland, I am of opinion that, were two mails sent daily from London, (and two mail-coaches go and come between London and Liverpool at present,) there would not be the same necessity for vessels keeping the time and making the voyage in the very shortest space, because the communication being twice a-day from London, the anxiety on the part of the merchant, and the necessity on the part of the Post-office to give the earliest possible communication, would not be so great. And the difference between the best class of vessels carrying a moderate quantity of goods and mails at the same time, and the best class of Post-office vessels now employed, would not be found to be so very great, if proper regulations were framed and enjoined as to the vessels not over-loading.

With regard to Dover, you are aware the Post-office for several years gained a revenue by the steam communication between Dover and Calais?—I am aware that it is so stated, but cannot allow myself to believe it, being also aware the Post-office has refused or declined to furnish me with an account such as all other steam companies keep. I am now possessed of a Post-office paper asserting they could not make a return to a notice which I put on the books of the House of Commons, which notice required "the original cost,—the whole outfit,—the amount of repairs made, and additions made from time to time,—the interest on these different items, with the profit and loss calculated annually from the commencement of their speculations, with interest at five per cent., or ten per cent., or twelve and a half per cent., which latter is the usual and proper steam-packet rate of interest I am informed, as the Post-office might keep their books." The reply was in writing, of which I am now possessed, having been given me by Mr. Vernon Smith, that they could not make the return, because they had not kept their accounts in a form to enable them to do so. And, therefore, the apparent profit of the Post-office is, in my opinion, a delusion, for without they charge interest on prime cost, without they charge repairs and interest on the repairs, and without they keep a regular profit and loss account, as all private traders do, and as they as public traders ought to do, I continue to be of the belief that it is quite impossible for them to furnish an account that would be satisfactory to any man of business, and therefore I do not believe they really could show a profit.

Have you any other information to give about steam-packet communication?—I think not.

Mail-coach Communications.

Have you formed an opinion as to the possibility of accelerating the mail communication generally?—The opinion I have formed as to the accelerating the mails is, that a considerable time may be saved in the changing of horses at each stage; from all the inquiries I have made, and from my own personal observation, the changes of mail-coach horses are not near so rapid as in the best description of stage-coaches, and my own opinion is that between London and Edinburgh for instance, and London and Glasgow, a minute may be saved on an average at each change of horses. The places of stopping for the sorting of letters might also be much better arranged; an additional clerk, or whatever might be required, not to delay the mails a moment more than absolutely necessary when passing along so great a line of road as either the North road to Edinburgh, or that to Glasgow, would be comparatively of no consequence; and I am convinced there is no occasion for any mail-coach at any time to stop more than twenty-five minutes for passengers in taking their meals, provided the Post-office have the arrangements of their department ready sooner. These mails, when they leave the Post-office, like very many others, are sent off with the roof loaded with bags, in a manner no less inconvenient and dangerous, than injurious to the contents of the bags in stormy weather, which they are sure to encounter the greater part of the year in such long distances; and there is no other cure for this increasing evil but two coaches daily, the expense of which will be a mere trifle, if anything at all, on well-frequented roads. This fact will be best proved by keeping in mind that stage-coaches pay well while subject to toll dues, and must become profitable when freed from them. With regard to these two northern mails, this extraordinary fact exists: they are allowed forty-five hours to come from Edinburgh and Glasgow to the Post-office here, and forty-two only to go; the difference of time of course is needlessly taken up by the Post-office in the want of proper arrangement for sorting of letters and getting them put into the mails, and not a little perhaps in accom-

modating the horse-contractors along the road. Now when so many other mail-coaches run along these great roads, it appears to me the short-distance coaches ought to be called upon to do as much of the heavy work as possible, so as to relieve the long-distance coaches of any road work that can be dispensed with. Of itself this would have two good results; in the first place, it would lighten the long-distance coach, and allow it to go at a better rate of speed; in the next place, it would prevent delay, and would enable even one mail-coach a-day, as at present, with such a diminution of the mail-bags, to take another outside passenger without any additional expense or trouble. I conceive the draught to the horses not to be much increased by the weight, at the height outside passengers sit; although it would be increased if any great additional weight was to be accumulated below; and I think the benefit of an additional outside passenger would be so much to the horse-contractors, that they would accelerate the mails without any additional expense, and that ten miles an hour including stoppages, would not be more than could be done quite easily, if the different points to which I have adverted were to be conceded, and the stoppages and changing of horses were to be as short as possible. I do think that the addition of an outside passenger would enable the Post-office to contract for accelerating the mails to ten miles an hour on all the great lines of road.

You think the time required for the communication between London and Edinburgh might be much shortened?—Yes, I am quite certain that it may be, and am confirmed in the opinion by the fact of the distance being done in 42 hours by the mail-coach going to Edinburgh, and in 40 hours by a curricle-mail direct from Morpeth, and every one knows a mail-coach with four horses can go as speedily as a curricle with a pair. The expense of the curricle appears to me to be gratuitous almost, it takes very few letters from Edinburgh, and the arrival of two hours sooner could be accomplished at a cheaper rate, and with great advantage, by a mail-coach, inasmuch as the passengers would pay a considerable portion of the expense—at present thrown away.

Do you think the mail goes the best possible road between London and Edinburgh?—At present I believe it goes the best road, although I speak with diffidence as to that; but there are great improvements in progress on the nearer lines of road by Morpeth and Kelso, and I have no doubt a mail-coach may now go with safety in forty hours from London to Edinburgh by the nearest road, and by the coast road also, by Berwick-on-Tweed.

Is the mail communication in Scotland generally good?—The mail communications by coach in Scotland are comparatively few—on the great lines of road only mail-coaches are. On almost all the rest the mails are conveyed by gigs and horses; there are many roads on which there are most excellent stage-coaches going at all hours of the day, by which it would be a great convenience to the public, and I should suppose advantageous to the revenue, to send mails in the same way as they do so generally in Ireland; but the Post-office have never allowed this to be done.

You say in Ireland they send mails by the coaches—do they send a guard appointed by the Post-office with the mail?—In Ireland, in all cases where they send mails by stage-coaches, they send a guard along with them; at present the expense to the post-office consists only in the charge made for the guard—being freed of the tolls has been found sufficient on all the roads in Ireland; except on those where old contracts and leases of an extraordinary and unwarrantable nature are still allowed to exist, to embarrass and hamper the Post-office, the expense, I am informed, merely amounts to the wages of the guard, which expense is diminished when the stage-coach happens to employ one.

In Scotland you would recommend, in many cases, discontinuing the sending the mail by gigs?—I do not wish to give an opinion so decided as that without further looking into the question, and to the particular places and districts; but I would say that where there is a communication between great towns, and through populous districts, and where the commercial interests are extensive, there ought to be mail-coaches, without looking minutely whether a little expense might be incurred or not. I must say, in justice to Scotland, that so near an account and reckoning ought not to be kept—the more especially as the Post-office gives to Ireland a communication for passengers only, amounting to £20,000 a year, which I should be sorry to interrupt, and this is independent of the expense of the Milford Haven communication. Now when stage-coaches would give convenience and security, and merely cost the amount of a guard, and often not so much, I submit that in all such cases stage-coaches ought to be employed, and gigs put down; for instance, in the case between Greenock and Glasgow, and between Glasgow and Ayr. It seems to me quite preposterous to allow the London mail to be stopped in the centre of the city of Glasgow, as it is at present, and to allow the bags to be put into a little miserable gig, such as I have before described, to pass through the populous town of Paisley—rich in its manufactories, and containing 50,000 people; independent of the town of Johnston, only three miles from it, where there are not less than twenty cotton-spinning factories; and further on the towns of Port Glasgow and Greenock, being the mouthpieces of the Clyde. I conceive that the whole correspondence of such an enterprising community should not be confided to a little one-horse machine, with all the risks of accidents to the horse and driver, and the consequent delay and perhaps stoppage which may take place—and which must and will take place occasionally, and especially in snow storms.

Are you of opinion it would be of advantage to Scotland to have mail communications more frequently than exist at present?—I conceive it to be of great consequence to the whole of Scotland, and to its communications with Ireland, to have two mail-coaches daily from London to Glasgow as soon as possible. For a single mail-coach the load is much too heavy—a second mail would obviate this, and insure the delivery of letters, and their return at hours to suit the whole country. At present there are only nine mail-coach lines in all

Examinations.

No. 11.
R. Wallace, Esq. M. P.
14th Aug., 1835.

Scotland. Were the Post-office to sanction two mails to Glasgow daily, I have no doubt the road trustees would allow each to pass between Carlisle and that city on payment of half the present rate of toll dues, which would keep up the funds of the road as at present. I may just add, that there will be no difficulty in finding competitors for horsing the coaches, and that the passengers and parcels will pay the whole outlay. Let it be tried, and my words will come true. In Scotland generally, the post communications are more frequent than most persons are aware of—between Glasgow and Edinburgh there are two mail-coaches daily—one starts at twelve o'clock in the day, the other at ten o'clock at night, and this makes an extremely convenient communication between that city and the mercantile metropolis of the country. The mails from Ireland and other places arrive in Glasgow at various times of the day—the delivery of the letters in Glasgow are four times a-day—the delivery of letters in Edinburgh are four times a-day; General-post letters, I mean; the delivery of letters in the town of Paisley, and in Greenock, are four times a-day. Therefore the internal mail communications are frequent and well managed. There is one communication which appears to me very much wanted, and in which I have no private interest, being at the opposite side of the island from where I live,—a communication direct between Edinburgh and Dundee, in place of going round as at present by Queen's Ferry and Perth; and this would be one of the good effects of two arrivals in the day from London, when two mails shall be sent to Edinburgh every day—one ought certainly to be sent forward through the rich and populous county of Fife, direct to Dundee, and it would save a great deal of time in so doing, and be of much public advantage. The objection is, the want of a good pier at present to send off the mails by steam-packets in bad weather—therefore it would not do to take away the communication by Queen's Ferry; although it would be a great advantage, and it is justly due to Fife to give it the advantage of a direct communication when they can have it, which they may have so soon as the Pier at Leith, or at Trinity, shall be put in good order.

Do you think more frequent mail communications in England would be attended with advantage?—I have long been of opinion that more frequent communications in England would be of advantage, and I have had a good deal of conversation with highly respectable merchants of the city, who have expressed their high satisfaction with the proposal of their being day-mails from London for the purpose of communicating twice a-day with all places of trade, manufacture, and commerce; I may add, my having been very much urged to endeavour to have another mail-bag sent at this very time to Liverpool, as two mail-coaches are now publicly known to go and come from that place daily. My own opinion is, that a mail ought to be sent from London about eleven or twelve o'clock in the day, to go by Manchester, where it should arrive at eight next morning and forward the mail by the steam-carriage train which leaves at that time: in this way the mail would be delivered at Liverpool so as the letters would go out with the second delivery, if not in time for the first.

This twelve o'clock day-mail would take the whole parliamentary proceedings, the morning newspapers, and a considerable quantity of the correspondence from the night-mail, and would consequently render it light and convenient, in place of being over-loaded, as it is at present, and would moreover be a very great accommodation to all the great towns through which that coach would pass.

You say it would be an accommodation to the public; do you think it would be any loss to the revenue?—I think it would not. I am convinced of two things, and so much so that, until they be tried, I must continue to be of the opinion, that the cheapening of postage-rates would increase the revenue, and that the increasing the number of communications would increase correspondence, and consequently the revenue; and the expense, I am convinced, ought not, with good management, to be increased at all. If it is to be increased it could only be by the amount of paying a guard, or some such small matter. I am also satisfied that a great addition to the revenue would be found by allowing a cheap conveyance of mercantile knowledge, in the shape of prices current. I am convinced of what I state from having made extensive inquiries within the last twelve months on this subject. All the merchants agree throughout the country parts of the kingdom, that such communications would be of great advantage to them, and the most intelligent bankers, agents, and persons who transact the business of country dealers in London, assure me that I am perfectly correct in my views; they admit, however, that the great merchants and bankers will probably give an opposite opinion, because it is not their interest that the country should know in twelve hours the varied prices which take place in all marketable commodities; but it is of immense consequence to all dealers in the country to know the cheapest market rate at the earliest time; this would not only be of great advantage to trade, but also increase the revenue. It has been found in France, in Prussia, and, as I understand, in Belgium, that a very considerable revenue has been gained by allowing the sending at a very low rate of postage prices current, the effect of which is to increase the correspondence. (Nothing is allowed to be communicated in these publications but merely the state of the market.) They are merely printed papers in an envelope. They are of a very small size, and an immense number of them go in a small compass.

Have you formed any opinion as to the best mode of contracting for mileage of mail-coaches by horse contractors?—I have already stated my opinion on that subject. I think the addition of an outside passenger would be a great inducement to contractors, and would certainly not in any way hinder the regular and safe arrival of mail-coaches. I have been induced to make inquiry as to this subject of those who have travelled a great deal in Ireland, and they all assure me, both those to whom the coaches belong, and those who horse them, and in Ireland these are generally conjoined, that they have never found any inconvenience from the additional weight of the fourth passenger, and moreover that a fourth passenger is

rather a convenience in long distances, for it makes it pleasant and more safe for three to sit together on the roof. The only mail-coach I know myself which carries four, is that from Carlisle to Glasgow, and I went on the roof last summer, making one of three in preference to sitting with the coachman, by way of a trial of it, and it appeared to me to be one of the most comfortable seats that possibly could be of the kind; the distance is there done at ten miles an hour, including stoppages. And no delay has ever taken place since the mail was accelerated to ten miles. Before closing this subject I cannot refrain from recording the extraordinary fact of London being actually without post communication nearly two days in each week of the year. The whole correspondence is detained here fourteen hours out of every twenty-four during five days of the week; forty-nine hours elapse between the delivery of letters on Saturday morning and those of Monday, and forty-eight hours between the time of sending them away by the General Post on the evenings of these two days. This would at once be put an end to were day-mails despatched at various hours. While it exists it will have the effect of retarding the whole correspondence of the empire with all the rest of the world, a fact I have always found it impossible to prevail on strangers to London, and every foreigner, to believe.

(*Penny Posts.*)

Can you give any information respecting penny posts in the country?—There are universal complaints at the charge of a penny postage throughout the country, in two ways: the complaint arises from the penny postage being superadded to the general postage. No person complains of paying a penny for having a letter carried from the place where it is put in, to its destination; but when a letter has a penny postage superadded, when the distance is within the Post-office rule, the complaint is universal and quite just, for it is an imposition. As regards newspapers, there is a general and a most just complaint in the country of any charge on them at all, and this on the principle that they legally go free. There is no complaint against penny posts as local posts, but there is great complaint against the superadding the penny to general post letters and any newspaper whatever, in the way I have described. And it evidently becomes an extreme hardship in the neighbourhood of great towns to have second-hand newspapers charged to the industrious classes with a penny, when they are sent to the rich all over the kingdom for nothing.

Would the revenue lose if this payment were abolished?—Of course the revenue would suffer to the extent of that penny, but it has no just claim to it. When on the subject of penny posts I am reminded of a point which has been brought under my notice as to the London twopenny post, which can be expressed in two words, and I must say I agree in the opinion that the revenue would be benefited, and the public too, if the charge of the twopenny post were altered in this way; that all letters evidently double, and all parcels to be charged twopence, and all single letters to be charged a penny. I have reason to believe that vast numbers of small notes and letters are refused; but independent of that, I hear from all quarters, that a vast many more little notes and communications would be sent, provided a penny was charged, and on the same principle this may be argued, that a vast deal of travelling has absolutely been created in the streets of London by the low rates at which the omnibuses take persons from place to place: now few people walk, formerly they all walked. Make the charge of an omnibus a shilling and they would walk again. On that ground, and from many remonstrances which have been made to me, supposing that I might have the means of stating it, I am inclined to believe the revenue would increase, and the community would be convenienced by single letters being charged one penny, and all double and large ones twopence.

Do you think that in other respects the twopenny post is well regulated?—I am still of opinion the twopenny post may be managed in London, as it is in every other part of the three kingdoms, along with the general post, but not until there be departures and arrivals of mails at various times in the day. I think it must be kept separate until that arrangement is entered into; but I think it is remarkably well managed.

(*Early Delivery in London.*)

Have you any recommendation to offer respecting the early delivery of letters in London?—With regard to the early delivery of letters, I am of opinion (and I cannot allow myself to doubt it can be otherwise than correct) that there ought not to be any preference in any quarter in that respect; and from what I know of the different hours at which the mails may be made to arrive, I am quite certain it only requires a different arrangement as to the commencement of the Post-office duties in the morning, to give the whole letters out an hour and a half or two hours earlier than at present. The Glasgow and Edinburgh mail, and all communications by these may be here quite well in forty-one or forty-two hours, as they take only forty-two hours to go to their destination at present. Such mails as the Brighton (which is kept back on purpose, being a two-horse mail, and runs about seven miles an hour) might arrive, as the Liverpool mail does, and thus allow the sorting to begin so much earlier, which would simplify and reduce it very much from what it is at present. It must be quite evident, if there were more arrivals into, and more departures in the day from London than one, that the duty would be spread over the whole day, in place of coming on all at one time, with all the great bustle and haste it does at present. The duty in the towns throughout the country is not found heavy at all, in consequence of the frequent arrivals and departures; but were they to be confined to one hour of arrival and departure as here, there would be a great demand for additional hands to get through the work, and I am convinced that the same rule would hold good as to the accumulation of letters at the sorting stations, as for instance, at Huntingdon, Grantham, Carlisle, and other places where the mails are brought to meet in great quantities.

Examinations.

No. 11.
R. Wallace, Esq. M. P.
14th Aug., 1835.

(Foreign Post.—Double Letters.)

Have you any recommendation to offer respecting the foreign post?—I am still of opinion that we ought to cheapen our foreign postage, and that we ought to encourage as much as possible the reciprocal taking and giving of newspapers, and prices current, to the manufacturing interests, and to all those engaged in the different departments of commerce: it would be a very great matter to know at the cheapest rate, and at the earliest time, the state of the foreign markets, so as to enable them to prepare and send away the goods to supply these markets according to the taste of the moment, if I may so speak, in place of the taste of the month or six weeks: and while we continue our charge on double letters, according to the present rule of two pieces of paper forming a double letter, let those pieces be ever so minute, it has been suggested to me both from abroad and many people in this country, that it would be well to give notice throughout the continent that we do so charge our letters, and enable them to know that a single sheet of paper, however light and thin, is here charged as a single letter; but that if that be separated in any way it is charged a double letter, and if it be separated into three pieces it is charged a treble letter. That information would tend very much to increase the present communication between the countries, because it would take off one of the heavy charges which the invariable custom of using envelopes on the continent induces.

(Double Letters.—Inland.)

Would you recommend an alteration in that respect in the inland communication, as to charging by weight instead of the present mode?—My own opinion is confirmed by all those persons who have devoted much of their attention to post communications, that it would be a great convenience, and would not injure the Revenue much, that all letters should, up to a certain weight, be held as single, and above that be charged with extra postage. The intention of which plan is to relieve the Post-office servants of the weighing of each letter; and yet I am told by those who have paid attention to the management of Post-offices abroad, that it is done so quickly (even when there is an immense correspondence, such as in Paris, Berlin, and Vienna, I have heard from persons who have looked at the system in all those places) that it is not complained of, and that the communication is not delayed; the inconvenience to the mercantile interest from letters being charged double on each piece of paper is very considerable; it forces them to put two or three communications, which they can legally do, on the same sheet of paper, and in this way confuses their correspondence; by the returns made by the Post-office, it appears that not more than one-fourth part of the whole correspondence of the three kingdoms are double letters; and when the number sent by the members of both Houses of Parliament are taken into account, which almost invariably are double, the number properly chargeable with double postage amounts to a very few; and when it is again considered, that all parties make a double letter as weighty as they can make it without incurring a charge by weight, it has appeared to me and to many others, that the loss to the Revenue really would be very small if the present system was departed from, and it certainly would take away the temptation which is held out of ascertaining which are money letters, in consequence of the scrutiny whether they are liable to double postage or not.

(Money Letters.)

Do you approve the present mode in which money letters are sent?—The present mode of sending money letters has always appeared to me extremely objectionable, inasmuch as the parties who send them have no means for their being recorded; any letters which are post-paid, whether money letters or not, may be recorded all over the continent on paying a very small addition to the rate of postage; which becomes an insurance as well, because the Post-office become liable for their delivery; and I am of opinion there ought to be in all our Post-offices the same power of registering letters, whether at an additional rate of postage or not, is not for me to decide, but I am clear the power ought to exist. By a statement which I have received from a source which I have no doubt will prove correct, I find that, in the year 1823, a system of registration was established in Ireland, by Sir Edward Lees, with the consent of the Postmasters-General of that country, which was accompanied with great success and much satisfaction to the country, until the Post-offices of England and Ireland were consolidated. The system was then put a stop to in Ireland, and unfortunately has not been established since, nor does it exist in England or in Scotland; that if the statement given me be right, the sum saved in the first year to the public in Ireland, amounted somewhere about £14,000, a considerable portion of which no doubt might have been recovered; but the registering of the letters containing this amount had the excellent good effect of preventing their being detained or the money being abstracted. The gross charge attending the registry is represented to have been under £300 a-year; the whole saving to the Post-office was £1000 a-year, by reason of the difference in the solicitor's accounts for searchers, and for the prosecution of delinquents, for abstracting money from letters in the Post-office; and being intimately acquainted with the system of sending money letters in Scotland, where one pound notes are still legally permitted, and where the practice of cutting bank-notes in two, which was customary in Ireland, is very little resorted to, I have no hesitation in saying, that a very considerable saving to the public would be effected by having a registry established there, besides a saving on the solicitor's accounts. I know that very many complaints are made in Scotland, of money letters being delayed, and money being taken from them, and with the proof before me of the effect in Ireland, I am satisfied it would be a great advantage to establish the system generally throughout the three kingdoms, and that no additional allowance ought to be given to Postmasters or to their clerks, until it has been made quite evident that the additional trouble required more time than they could spare and devote to it. If I have been rightly informed, and I have had the opportunity of seeing a person who had often

taken a share in the registry in Ireland, it is done rapidly, there is no material delay to the persons who bring the letters, and it gave entire satisfaction to the public. I have not the pleasure of being known to Sir Edward Lees, or I should have inquired of him regarding this matter; besides, I did not think it would have been proper of me to put a public officer to such a test, without the permission of the department under which he is placed; Sir Edward Lees being now the Secretary to the Post-office in Scotland, is necessarily accountable to the Postmaster-General for everything he may do.

No. 11.
R. Wallace, Esq.
14th Aug., 1835.

No. 12.

No. 12.
C. T. Court, Esq.
21st Aug., 1835.

August 21, 1835.

Mr. Court was called in, and examined as follows:

You are the Accountant-General of the Post-office, are you not?—I am.

In what form do the accounts from the steam-packet stations come up to you?—They come up certified by the agent upon oath; we have the quarterly accounts, and we check the receipts by a daily receipt, which is sent up signed by the agent, the captain, and the steward in most of the stations.

You do not mean that daily account come up to you from the ports?—The daily accounts of the receipts of the passage money do.

How often do the accounts of the expenditure come up?—Only once a quarter.

Have you the accounts sent up of every vessel separately, so that you can see in the quarter how much has been expended upon each steam-packet?—Upon some points you can; the wages and ship expenses are kept separately for each vessel, but the stores, which include the coals, are not separated.

They come up in the gross from each station, do they?—Yes.

What check is there upon that expenditure?—The only check I have, is to see that there are proper vouchers for the payments.

Does anybody look over the accounts before they are sent to your office?—They are transmitted to the secretary in the first instance from the agents.

Does the secretary sign the accounts?—He does not.

They come to your office therefore without any signature from anybody connected with the General Post-office?—Yes, for examination, except the signature of the agents, who verify them upon oath.

What is the nature of the examination they undergo in your office?—To see that there is a proper voucher for all the expenditure, and that the receipts agree with the daily bills which we receive signed by the agent, the captain, and the steward; in some stations it is the mate, and in some the steward.

Of course you do not consider it to be part of your duty to exercise any control over the prices charged?—Nothing over the propriety of the expenditure.

In whose department of the General Post-office do you consider it is to judge of the propriety of the expenditure?—I should suppose Mr. Freeling's.

These accounts come to you without bearing the signature of either Mr. Freeling or any other officer of the establishment, do they not?—Certainly, except the agent; the agent produces a receipt for the expenditure, and if that receipt is in the usual course, then it is my duty to pass it, but if there should be anything apparently out of the usual course, then I submit it for the opinion of the Postmaster-General.

You mean by that if there is anything irregular, not if there is anything that strikes you as improper in the amount of the prices charged?—No, not in the amount of the prices charged, but if there is anything of an unusual nature in the documents that are transmitted to me, then I submit them for the opinion of the Postmaster-General.

No. 13.

No. 13.
William Laird, Esq.
27th Aug., 1835.

Thursday, August 27, 1835.

William Laird, Esq. called in, and examined as follows:—

You are connected with some of the steam companies at Liverpool?—I am not at present, but I have been.

Will you have the goodness to state what the nature of that connection was?—I established the St. George's Company. I was one of the managing Directors for the first four years.

Was that company largely concerned in vessels between Liverpool and Dublin?—They had only two vessels at that time; they carried passengers, no cargoes. I afterwards established a new company for the purpose of carrying cargoes, and after managing that company for eighteen months we united with the City of Dublin Company, who had established vessels of the same description for the purpose of carrying cargoes; then the two became united, and for three years I was a Director of the City of Dublin Company, and took an active part in the management.

This company has been, I think, largely concerned in the steam trade between Dublin and Liverpool?—The City of Dublin Company is largely concerned in the carrying trade. In the month of July last they landed 77 cargoes at Liverpool, and 65 in Dublin. The vessels occasionally went back in ballast. The Post-office vessels pay no dues. The City of Dublin Company in July last, from the first to the 31st inclusive, paid £1267 for tonnage dues, exclusive of pilotage.

Examinations.

No. 13.
William Laird, Esq.
27th Aug., 1835.

Are you well acquainted with the Post-office packets between Liverpool and Dublin?—Yes, I know the character of all the Post-office vessels; more efficient vessels do not exist than they are.

Do you believe that the service would be performed equally satisfactorily, and more economically to the public, by means of contract with any private company?—It could not be performed more satisfactorily; as to the economy of the thing, I am not able to speak to that point. I could state at what rate it could be done. If a company were formed for the purpose of carrying the mails and passengers, it must be an exclusive company for that purpose; it would never do to unite the shipping of cargoes by those vessels. People would not ship by them at times. The Post-office packets go to sea during gales of wind when no private vessels go to sea, and an insurance could not easily be effected on the cargo. When I say no private vessels go to sea in heavy gales of wind, I probably say too much, but it would not be prudent for the proprietors of private vessels to send them to sea in the weather that Post-office vessels put to sea and accomplish their voyages.

You were going to state at what rate a private company could do it.—I think it might be done for £10,000 a year, independent of the passage money. My impression is, that it cannot be done so efficiently as it is done at present for less.

Do you believe that if this contract were proposed to public competition there would be any want of offers from the great companies in Liverpool?—I think the great companies in Liverpool would not take it up, but that a company might be formed for the purpose; all shippers of goods who are proprietors of the City of Dublin Company have a per-centage allowed them off the freight of them that amounts to a profit, besides the dividend they get. Those people would not wish to enter into a new business by which there would be a very bare profit, and considerable risk of loss. I conceive there would be great risk of loss if they were to undertake it at £10,000. The calculation I made for a new company formed to have vessels of 400 tons with 240-horse power engines to enable them to make the average passage in 12 hours, would cost £20,000 each. The four vessels would cost £80,000; the weekly expenses would be £50 for each vessel, or £200 a week for the four. The coals would amount for the 12 months, being 10,950 tons at 10*s.* a ton, to £5425, that is £15,825. In order to perpetuate this property, suppose a contract was taken for 21 years or a long period of time, it would take 20 per cent. on the first cost to replace boilers and engines, and pay for the insurances, interest, &c., so that a proprietor could run no risk of loss from shipwreck, which would amount to £16,000, and that makes £31,825. I calculate the receipts from passengers would be about £24,000, but I have not attended much to that lately, and that would leave a loss of £7825 to any party undertaking the thing separately. If an opposition came, and though there has always been a good understanding between the Post-office packets and the private companies' packets, yet if a private company undertook to carry the mails they would be opposed, and that would increase the risk of loss considerably beyond the £7800.

There is some agreement at this moment between the Post-office packets and the private companies?—There is. I recommended strongly that Mr. G. H. Freeling should enter into that agreement, and it has prevented much opposition and loss to both the Post-office and companies' vessels.

What is the nature of that agreement?—All the proprietors of the City of Dublin Company's vessels go free in their own vessels, and I recommended to Mr. G. H. Freeling that he should give a free passage to all those proprietors. Each proprietor signs his name when he goes, and produces a certificate of his being a proprietor of the City of Dublin Company, and then he gets a free ticket. That is the arrangement that exists at present.

What is the equivalent given by those companies?—They agree not to take cabin passengers; in short, they have done away with their cabins, and do not take cabin passengers; they have not the accommodation, and they cannot compete with the Post-office packets in that.

That is because they do not choose to compete; they do not fit up their vessels?—They take more freight, and their cabins are less, and in the new vessels they have very little cabin at all.

Do they take many deck passengers?—Yes, they take deck passengers; that is another part of the arrangement: the Post-office packets do not take deck passengers.

In short, it is understood that the Post-office packets take all the cabin passengers and the private companies all the deck passengers?—That is the object.

Is it also part of the arrangement that the Post-office packets shall take no goods?—It was agreed that they should take small parcels, but nothing beyond.

No freight?—No goods on freight.

Are the Post-office packets more powerful than those of the private companies?—They have increased the power lately of two of the Post-office vessels, and they are two of the most powerful for their tonnage out of the port.

Are they more powerful than the vessels used by the company?—Yes.

They are not larger vessels but have more power?—They have more power for the tonnage; all the new vessels building for cargoes will have greater power in proportion to the tonnage than the Post-office vessels have at present.

Are the vessels used by the companies frequently prevented from going to sea by the weather?—In winter, when it blows a gale of wind, they do not go to sea.

And do the Post-office packets go to sea at that time?—They always go.

And do you think it would be dangerous for a vessel carrying freight to go to sea at those times?—Yes, I think there would be considerable risk. No prudent man would send a vessel to sea at the times they go.

Do you think yourself that a vessel that carried freight could not take the mails?—People would not ship goods with a vessel that went out in all weathers; they could not combine the two objects. It may be done, but I always have kept in view to do it as efficiently as it is done at present.

Have the private Companies at Liverpool strictly adhered to that part of the arrangement which prohibits them from taking cabin passengers?—I think not so strictly as it might have been done; they do take them, but they take them at the same rate as the Post-office packets I believe; but no man would go in a common vessel when he could get a Post-office vessel to go in. It is like going in an omnibus and a mail coach.

We observe that in the report of the Select Committee of the House of Commons who sat upon the Post-office communication between Great Britain and Ireland in 1832, it is stated that the City of Dublin Company had not only infringed that part of the agreement which forbade them to take cabin passengers, but had charged only 12*s.* 6*d.* for the passage of a cabin passenger at the time when the Post-office packets were charging £1 7*s.* 6*d.* Are you aware whether this is a correct statement of what then took place, and whether any alteration has taken place since?—I think it was understood by both parties, the Post-office and the City of Dublin Company, that if any opposition or a third party came in, that each should do the best they could to drive a third party off. Now at present they take passengers for 5*s.* I understand.

Who?—The Company. There is a third party come in to oppose the Post-office packets, and the city of Dublin packets.

What Company is that third party?—It is a vessel from Scotland called the Fingal, a single vessel.

But the Post-office packets, notwithstanding any infringement that has taken place on the part of the private Companies, have always taken the proprietors of those private Companies over?—They have.

Are those proprietors very numerous?—I am not aware of the number: there are I should think 30 or 40 weekly.

It is stated in this report that 5766 passengers have been taken over free of charge in their quality of proprietors of the City of Dublin Company by the Post-office packets from the year 1827 up to the 5th of April, 1832; does not that imply that they are a very numerous body?—They are a very numerous body, but I had no idea that so many crossed as that.

And that the expense of this to the public has been £7928?—I am not aware that it had been to that extent.

It is stated also in this report that in 1832 the gentleman who was agent for the Post-office Liverpool packets to Dublin was also the agent for the St. George, Dublin and Liverpool Steam-Packet Company, and a director and proprietor of the City of Dublin Company?—Yes, that is Mr. Pim.

It is correct, then, that that gentleman fills these different situations?—It is, I believe.

Is that so still?—I am not aware that it is. I have not been connected since 1831 with either of the Companies.

Do you know whether it is so, or is it not?—No, I do not. The reason I withdrew from the management of the Company was that I established a boiler manufactory, and I could not as a Director of the Company pass my own accounts. I resigned the salary, which was £400 a year, on purpose that I might be at liberty to tender for work to the Company. A great many cattle dealers are owners of this Company, people who come to market generally once a week. They come over in the Company's vessels, and go back in the Post-office vessels. Before this arrangement was entered into, whenever a Post-office packet started, the private Company had one to go along with it, and if they lowered their rates to 10*s.* the private Company lowered theirs to 5*s.*, and the consequence was that the Post-office packet could not get a single passenger.

You said that the Post-office packets are superior to the Company's?—For passengers their accommodations are superior.

What then has the Post-office packets to fear from a competition with the Company's packets?—A man would put up with inferior accommodation, if he were to pay only 1*s.* instead of £1. All opposition to the Post-office packets was withdrawn; the Post-office packets were put on this station after it had been occupied by the private Company, and then the Company entered into this agreement with the Post-office. It was a very profitable agreement for both parties. It makes a difference of £10,000 a-year in the receipts from passengers.

When the Post-office packets were first established at Liverpool, do you know whether any attempt was made to get the service done by contract before they were established?—I think the Companies were applied to.

Did the Companies make any offer?—They did offer through Sir Henry Parnell.

Do you know what Company made that offer?—The St. George's Company.

Do you know what that offer was?—I do not know. At that time the St. George's Company had vessels quite equal in point of accommodation to the Post-office packets; two of the commanders of the packets of the St. George's Company are now commanders of the Post-office packets. Those vessels are done away with now, and the other vessels are built purposely for carrying cargoes.

Are the Post-office packets better manned than those of the private Companies?—I think not; they have not a greater number of men. Private vessels require more men to take in and put out the cargo.

Do you remember what the St. George's Company paid to the captains of that large class of steam-boats you speak of which were equally good with the present Post-office packets?—

Examinations.

No. 13.
William Laird, Esq.
27th Aug., 1835.

I think they paid 200 guineas a-year, and they had perquisites besides, and all the benefit arising from the cabin.

What do you consider the situation then to be worth, including everything?—About £400 a-year. My own impression is the Company's captains were nearly as well paid as the Post-office.

From what you have stated, the situation of the commander of one of these vessels under the St. George's Company was not £500 a-year?—No, I think not.

Is it not a great deal more than that under the Post-office system?—They have an allowance for each passenger, I believe.

Will you have the goodness to look at that return? If that return is correct, would it not prove that what is received at present by the captains of the Post-office packets is about double the sum which they would have had when they commanded packets of the same description for the Dublin Company?—I should think so; I had no idea of such a return as this. I do not know what they find, or what expenses they are at.

I suppose you are well acquainted with the system of management which was pursued by those private Companies to their steam-vessels?—Yes, I was well acquainted with it.

When a steam-boat required any considerable repairs, what was the way in which it was done?—The two great Companies in Liverpool have establishments of their own.

Private yards?—Private yards, and their repairs are all done there.

When they built their steam-boats, were they done in their own yards, or built by contract?—Built by contract.

Were the boilers supplied by contract?—The boilers and engines were supplied by contract.

Can you state at what rate those vessels were built, at how much per ton?—I can state what the present price is, and what the price at that time was. I think a vessel complete, including hull, spars, rigging, and cabin completely fitted, would cost £22 per ton, independent of the boilers and engines; not per registered ton, but the entire tonnage of the vessel. While I was in the City of Dublin Company, the cost of all new vessels averaged £45 per ton, including machinery and every thing complete.

How do you procure the machinery; is that by contract?—By contract. I consider there are about five first-rate manufactories; we have had most from Fawcett and Company, of Liverpool. We have had from Boulton and Watt, from Maudslay, and lately we have had from Forrester, which is a new concern, but they make very good engines; and Robert Napier, of Glasgow. I consider these are the first engineers in the kingdom for marine engines.

Do I understand you to state that the Dublin Steam Company is at this moment taking cabin passengers?—They are taking cabin passengers at this time.

Do you know at what rate?—I think they are taking them at 5*s.* each since this opposition came in, that was about three or four months ago.

The Post-office packets, I suppose, continue to take their passengers at £1 7*s.* 6*d.*?—I think a guinea now; it is reduced.

Do many passengers prefer to go by the Post-office packets, paying the guinea, instead of going by the private Companies' packets where they go for 5*s.*?—The Companies' vessels take very few cabin passengers at present, even at that low rate.

How do you account for that? Because the vessels are crowded with the harvest-men going over, and they bring over a cargo of pigs, and before the pigs are well out, and the decks washed, the passengers are on board.

Notwithstanding this difference of price, you believe, practically, the Post-office packets take the greatest number of passengers still?—At that low rate they still take five-sixths of all the passengers.

How do the private Companies procure their stores at Liverpool; is that done by contract?—All by contract.

Their coals and their stores?—Yes.

Do you remember what was the price per horse-power that you have generally paid for your engines?—From £40 to £50, but Boulton and Watt have charged rather higher than others. No good engines are to be got under £40, and I think the best may be had now for £50.

When the engines are put in the vessel, has it ever been your practice to contract for keeping in repair?—We have never done so, but if I were allowed to recommend to the Post-office, or to Government, I should certainly recommend to contract with parties who would undertake to build vessels when required, and those vessels to be kept in complete repair, with new boilers, and all repairs done to the engines, for about ten per cent., excluding accidents and the sea risk.

The ordinary wear and tear of the engines would be kept in repair for about ten per cent?—On the prime cost. The City of Dublin Company do everything on the most economical plan, and their repairs are about that; they may exceed it a little, but very little more than 10 per cent. on the first cost of the vessel and engines; that would keep the whole in repair. On one station I would undertake to find a party who would complete the vessels in the most efficient manner, and keep them in repair, including engines and boilers, for 12½ per cent. on the first cost per annum, and that would be the most economical plan, I presume.

Do you think a contract could be made to keep a steam-boat generally in repair?—I include every thing connected with the vessel and engines, taking out and putting in new boilers when required; the only difficulty I see in it would be, the person undertaking to do this must have his own engineers and his own firemen on board, and then they are accountable to him for the care they take of the engines and boilers.

Have the Companies any contract to keep their steam-boats in repair?—No, they have not: a great part of the work is now done at Holyhead for the Post-office packets, but we have made

No. 13.
William Laird, Esq.
27th Aug., 1835.

several boilers for them, and kept some of them in repair for twelve months; we guaranteed them for twelve months without any charge. We sometimes undertake to keep our work in repair, exclusive of accidents or carelessness, for twelve months.

In the event of any arrangement being made of the kind you recommend, the course you would propose is, that there should be an establishment at Liverpool to repair the Liverpool vessels; they would not have to be sent to any distant point?—It would be done at Liverpool. We have a manufactory, where the vessels come alongside and lay there; we make boilers only, but when repairs are doing Boulton and Watt's men come down, and we give them the use of our tools, and they repair them at our manufactory.

Do you conceive that in such a contract there would be a security that good materials and good work would be employed, that the public might be secured?—The very best of every thing; it would be the interest of the contractor to put the best.

Did not the St. George's Company take a contract for carrying the mails between London, Hamburgh, and Rotterdam by steam, in 1832?—I have understood so.

And subsequently gave up that contract to the General Steam Navigation Company?—Yes.

Are you acquainted, or do you like to state, the circumstances which led to their giving up that contract?—They were very well paid for it.

By the General Steam Navigation Company?—They paid them a sum of money.

The contract was considered a very advantageous contract?—I think I may give a reason which will explain the case. The General Steam Navigation Company were very much alarmed at the idea of the St. George's Company sending their spare vessels over to occupy one of their best lines, and they were induced to pay them a handsome sum to give up the contract.

Did you ever hear that a great rise in the value of the shares of the General Steam Navigation Company took place immediately after their taking this contract from Government for conveying the mail to Hamburgh and Rotterdam?—I am not aware of that; I have had very little communication with the General Steam Navigation Company; their shares are selling very well at present I believe.

Do you believe any of the Liverpool Companies would be disposed to offer for the contract for conveying the mails between Liverpool, Hamburgh, and Rotterdam, which expires this year?—None, except the St. George's Company; they have vessels now from Hull to Hamburgh.

No. 14.

Saturday, August 29, 1835.

No. 14.
Mr. Geo. Duncan,
29th Aug., 1835.

Mr. George Duncan, Dean of Guild of Dundee, was called in, and examined as follows:—

You are connected with one of the principal steam companies of Dundee?—Yes.

What is the name of your company?—The Dundee, Perth, and London Steam Company.

Are the vessels employed by your company very large?—The largest upon the east coast, with the exception of the Monarch.

They go from London to Dundee?—Yes, and from Dundee to London.

Do they do that at all times of the year?—At all times of the year.

What is the size of your vessels?—620 tons.

Are you acquainted with the steam communication between London and Rotterdam and Hamburgh?—I have gone to Rotterdam by steam from London.

Where have you been in the habit of building your ships?—In the Clyde.

Are you able to state at what rate per ton they are built?—We contract for the vessel out and out, completely furnished with everything. The vessels cost us about £20,000 each when put to sea quite complete.

Were they built in a first-rate manner?—A first-rate manner, I should think superior to any other vessels, so much so, that were the company to build any other vessel I think we should adopt the same method and employ the same contractor.

Who was your builder?—Mr. Robert Napier, of Glasgow, was the contractor.

How long has the company been established?—Upwards of sixty years; but we adopted steam about two years ago. Those vessels have now run since April, 1834, and they have never been an hour off the passage since that time.

Have your company ever made an offer for the Post-office contract, to convey the mails to Hamburgh and Rotterdam?—Never; we build our vessels solely for this trade.

Do you think there would be any disinclination on the part of the company to engage in any such contract?—We could not possibly take our vessels out of the trade we are embarked in now.

Is yours the only steam company to Dundee?—Yes.

How many men have you on board one of those large vessels?—Altogether, including the stewards, we have about twenty-eight men.

What do you give the captain?—£180 a-year.

Has he any perquisites besides?—No perquisites.

What description of person is the captain?—He is a thorough seaman, a man who has been brought up as the master of our sailing smacks. He served his apprenticeship with our vessels, he has been in the company's employ about forty years, and the other master has been about twenty-five years. The company had sailing smacks before they adopted steam, and they now have sailing smacks in conjunction with the steamers.

Examinations.

No. 14.
Mr. Geo. Duncan,
29th Aug., 1835.

How do you manage the supply of coals?—We have all our coals brought from the Firth of Forth to Dundee.

Do you make a contract for the supply of coals?—We do, at so much a ton.

How do you manage for the repair of the engines or the vessels?—Those vessels have run now seventeen months, and I believe they have never cost £10 of expense for repairs of the engines since we have had them.

Of course as time goes on they will require more repairs. On what system do you propose to conduct those repairs?—We have a graving-dock in Dundee of sufficient magnitude to take those vessels into, and we shall employ our own carpenters in Dundee to repair them in our own dock.

You prefer that plan to repairing them by contract?—Most assuredly. When I was appointed by the company to report on steam, I was deputed by the directors of our company to get information respecting the expense of keeping up steam-vessels, and the idea now suggested, I thought of at one time, and made inquiry of several engineers what they would take to keep up the engines, and I could not get an offer under £800 a-year, to keep up our engines. We have now run seventeen months, and they have not cost us so many pounds for repairs.

What is the power of your engines?—Our cylinders are 59 inches, equal to about 130-horse power each, the two engines about 260-horse power.

Have you ever turned your attention to the subject of the manner in which the steam service of the Post-office is conducted?—I have often thought of it.

Are there any points connected with that service upon which you are desirous of making any observations to the Commissioners?—Properly speaking, I can have no interest in the thing. I should suppose that a contract might be got by the Government from efficient individuals to carry on the Post-office department.

You have no doubt that companies composed of persons of character and capital would be ready to undertake the conduct of the Post-office service?—I have not a doubt of it.

Do you think your company would be willing?—Were it at all in our line to do so, if it were to carry the mails from London to Dundee, we would be happy to take it, at a low price, but we could not put our vessels out of that trade to take up a different route; but I am perfectly convinced that there are many individuals that would be extremely happy to offer for it.

The disinclination which you express to have anything to do with the Post-office service mainly depends upon the circumstance of Dundee being out of the way of any Post-office station?—Nothing else. We shall be happy to go a great deal out of our way to have a connexion with the Post-office; for instance, we shall be happy to take the mail to Dundee, which we could do all the year round upon an average of about forty hours, and the mail now takes fifty-two hours. In twenty consecutive voyages which have been made with our vessel, we have done it at eleven miles and a third an hour, or rather under forty hours for a distance of about 470 miles, summer and winter.

You have occasionally crossed the water to Rotterdam in the Post-office steam-packets?—Yes, I have gone by steam.

Do you conceive that those packets are a proper description of vessels for the purpose?—I should not say that they are vessels of the same class as our vessels to Dundee by any means, they are very inferior. I have not gone in the vessels that belong to the Steam Navigation Company just now, it was before the establishment of the present arrangement of the Post-office. The Queen of the Netherlands was at that time upon the station.

No. 15.

Wednesday, September 2, 1835.

Mr. Robert Napier was examined as follows:

No. 15.
Mr. Robert Napier,
2nd Sept. 1835.

You are an engineer at Glasgow?—At the Vulcan Foundry, Glasgow.

In that capacity have you been extensively concerned in the construction and repairs of steam vessels?—Yes.

Have you been engaged in this business for many of the companies on the Clyde?—Yes.

Have you had an opportunity of observing the vessels that are employed by the Post-office?—Not particularly. I once crossed at Holyhead, and twice at Port Patrick.

What opinion did you form of those vessels?—I thought the Holyhead vessels very good. The Port Patrick ones I did not like so well.

In what respect did you consider the Port Patrick ones insufficient?—They appeared to me to be short of power.

As compared with the size of the vessels?—Yes.

Of late years the practice has been to increase the power in steam-vessels compared to the size of the vessel?—Yes; the practice of late years has been to increase the power. It is probably the greatest improvement that has taken place, experience having shown that steam-vessels with ample power, according to their tonnage, are not only more profitable in a mercantile point of view, but are in every other respect much better and safer vessels than those having little power compared to their tonnage.

What would you say is the proper proportion between the power of the engines and the tonnage of the vessel?—It is hardly possible to give a correct or fixed data; the proportion of power ought to vary according to circumstances, depending on the nature of the trade, form of the hull of the vessel, and kind of navigation in which she is to be employed. I would, however, as a general rule say, the power should very seldom (if ever) be less than one-

third of the total tonnage, and probably never should exceed one-half, unless for some special purpose.

In what manner do these steam companies by whom you have been employed manage—do they contract with you for engines?—In some cases they contract with me for the engines only, but in general they contract with me to furnish the vessels and engines finished and ready for sea. In this manner I have contracted and furnished companies with the following vessels, viz., the Dundee and Perth steam-ships, from Dundee to London; the John Wood, Vulcan, and (New) City of Glasgow, from Glasgow to Liverpool; the Queen Adelaide, Isabella Napier, and Robert Napier, from Londonderry to Liverpool; the Coleraine from Port Rath to Liverpool; the Mona, Monas Isle, and Queen of the Isle, from Isle of Man to Liverpool; the Menai, from London to Newcastle; the Elbe, from Hamburgh down the Elbe; the Tamar, Van Diemen's Land; the Sovereign, from Aberdeen to Leith; and the Duchess of Sutherland, from Inverness to London: these and many more for various other places were entirely completed by me.

Do they also contract with you for keeping those engines in repair?—In general I recommend the parties for whom I make engines, not to contract to keep them in repair.

Why do you think it would not be an economical and good system for any company to keep their vessels in repair by contract?—My opinion is, that if engines are properly made at first, they will in general require very little repair for some years, provided they are managed with proper care and attention on the part of those having charge of them. If an engineer was to contract to uphold and keep in good and sufficient repair engines and boilers, say for five years, he would require to get such a sum annually as would cover the extreme risks he might run, from having the engines and boilers injured by carelessness or neglect, on the part of those having charge of them; and on the other hand, if the engineer was more anxious about making money than of keeping the machinery in an efficient and complete state of repair, he might manage to keep the vessels moving at comparatively little expense to himself; but at the end of five years the machinery might be left in a very bad state, and would probably require a large sum of money to put it into a complete and efficient state of repair again.

Do not you think if the contract was formed with persons of established character, that that would be a sufficient security against anything of that kind?—I have no doubt it would; and for Government and other large public bodies, who are obliged to leave the management to persons who have no personal interest in the vessels; it might be a very beneficial thing for them to contract for the repairs, and with a person of character they would be quite safe, but for private individuals or companies, who attend to their own interests, I am convinced it is cheaper to take the risk themselves; for instance, the Dundee and Perth steam ships have plied regularly from Dundee to London for about eighteen months, and I am informed they have not cost the company eighteen pounds for repairs to the engines or boilers during that period. If they had contracted with any engineer to have kept them in repair, they would not have got it done probably for less than £1000 per annum for each vessel; and any neutral person taking the risk would, I think, be entitled to that sum.

Do these vessels run summer and winter?—Yes, summer and winter; and sail regularly on fixed days from Dundee to London, generally with heavy cargoes, and they have never lost a passage from the time they first started. The average rate of their steaming for ten weeks previous to December, 1834, was at the rate of $11\frac{3}{4}$ miles per hour, having sailed 19,200 miles in 1683 hours, as taken from their log-book; and they still continue to keep up their character for speed, and good sea-vessels.

What is their power?—About 240-horse power.

What is their tonnage?—About 620 tons.

What was the whole cost of each of those vessels when completed?—They were done very cheaply, much lower than they can be done for now, viz., about £20,000.

At what rate could you offer to do them again?—From £24,000 to £25,000.

Did you put Morgan's paddles?—No; common paddles.

Do you recommend them in preference?—Yes, I recommend common paddles in preference to any other I have yet seen—at the same time I think the action of Mr. Morgan's paddles very good. But I am of opinion that from the number and complication of their parts, they are easier injured, and more difficult and expensive to repair than the common wheels. On that account I do not think them so well suited for vessels on foreign stations that are often coming into rivers, or alongside of quays, &c., as the common wheel, which is simple, and easily repaired.

The difficulty of repair is the great objection?—That is my principal objection.

Is there anything peculiar in the construction of your engines?—Nothing particular.

Are the engines you construct what are called expanding engines?—In general they are more or less so.

What advantage do the engines constructed on that principle possess over others?—A saving of fuel and steam is effected, varying in quantity according to the extent the expanding principle is carried to.

Do you know at what rate per ton steam-vessels are usually built at in the Clyde?—That varies very much according to the size and quality of vessels wanted.

What is the general rate per ton of vessels constructed in the best manner and for the roughest passages?—The ship-carpenter's work, exclusive of joiner's work and cabins, will average about £14 per ton, for merchant steamers.

That is of course exclusive of the engines?—Yes; exclusive of the engines, and all furnishings for the vessel of every kind.

If you add the engines what would be about the cost per ton?—A good merchant vessel complete with masts, sails, rigging, anchors, and cables, cabins, and the engines, may cost about £40 per ton.

Examinations.

No. 15.
Mr. Robert Napier,
2nd Sept. 1835.

Do you include cabin furniture?—All fixed furniture; but no moveables or steward's furnishings.

You make all the cabin part very splendid, do you not?—Yes; in general I do.

Do you think any of the steam companies in Glasgow would be inclined to undertake a contract for the conveyance of the mails?—I think they would.

Do you apprehend it would be necessary for them to have a separate set of vessels for that purpose, different from those they employ in the carriage of goods?—I feel perfectly satisfied the mails could be conveyed with equal speed, and certainly by vessels carrying a moderate cargo. In proof of this I may instance the Liverpool and Glasgow and Dundee and London steamers: some of these vessels perform their passage without reference to the state of the weather, as regularly as it is done by the Liverpool and Dublin mail-steamers; and though carrying cargo, are not beaten by the fastest of those vessels in the worst weather; but on such a station as Liverpool and Dublin, I would suggest that it might be for the public good if the present mail-steamers were hired out to any company contracting for this mail, for a period of perhaps twelve or eighteen months, so as to give the contractors time to construct vessels, that would assuredly keep up the communication as regularly as at present.

Do you think merchants would be disposed to entrust their goods in vessels that sailed in all weathers, in the manner the Post-office packets do?—Yes; they always prefer vessels that sail regularly, whatever the weather may be. The steamers between Glasgow and Liverpool and those on many other stations sail always on fixed days, summer and winter; and are as regular in departure and arrivals as it is possible for any of the mail-packets to be.

Do you not think the price of insurance would be higher?—No; not one farthing.

Do you conceive that the merchants would prefer vessels for freight that are obliged to sail whatever may be the state of the weather?—Yes; I am certain they would.

Do you think the mail could be conveyed in a regular manner by steam-boats from Glasgow to Belfast?—Yes.

And Londonderry the same?—Yes.

From your knowledge of the steam communication between Glasgow and Belfast, would there be any difficulty in contracting for carrying the mails?—No; I think there would be no difficulty.

Would the same company undertake the Liverpool mail also?—If they did not, another company could be got to do it. I however do not think it would be a prudent plan to carry the mail between Liverpool and Glasgow by steam-boats, unless it was by a separate bag to Greenock; the time taken by steam to Glasgow being nearly the same as by the road.

If it were the wish of Government or the Post-office to contract anywhere, do you think that a company could be got that would contract for carrying the mails from other places?—Yes; I am of opinion there would be no difficulty.

Would they contract between Liverpool and Dublin?—I think parties might be got who would be willing to contract for these stations, or for any other station.

What length of time would it be necessary for a company to prepare boats for the execution of any such contract?—That would depend on the number of vessels required; twelve or at any rate eighteen months' notice would give ample time to make preparation. The Belfast and some other stations might be taken up immediately by the vessels now on the stations.

What length of time do you suppose it would take for the Clyde Company, for instance, to undertake the contract for the conveyance of the mails from London to Hamburgh and Rotterdam?—It would depend on what time proper vessels could be picked up, and the number of vessels required.

Suppose there were four vessels required for each, how long would it take to have eight good vessels ready?—It would take from twelve to eighteen months to get proper new vessels prepared; but if the Post-office was to charter their present vessels for a time, till other vessels were built and got ready, the contract could be entered upon in a very short time, and commenced upon most of the stations.

Is the profit of steam companies considerable?—Some of them are very low—others pay a fair per-centage.

In case a contract were entered into by the Post-office with any of those companies for the conveyance of the mails, what do you conceive would be the terms for which it might be advantageous to the public that the contract should run?—I do not think you could get companies to go into it except for a contract of some duration, probably five or seven years.

Do you think five years would be long enough?—I think you might get contracts undertaken for that time.

No. 16.

September 2, 1835.

No. 16.
Mr. Chas. Wood,
2nd Sept. 1835.

Mr. Charles Wood was examined as follows:—

You are a ship-builder on the Clyde, are you not?—Yes.

Have you been extensively concerned in the construction of steam-boats?—Yes.

Of the hulls or the whole?—Of the hulls of steam-vessels. My practice has been confined to that.

Do you build for any of the great companies on the Clyde?—Yes; the principal large vessels I built were the James Watt, for the London and Edinburgh Company, and the Duchess of Sutherland, for the Inverness Company.

No. 16.
Mr. Chas. Wood,
2nd Sept. 1835.

Did you build those vessels by contract for the companies?—Yes.

At what rate are the contracts generally made?—About £13 a ton, that is fir plank; oak would be £2 or £3 a ton more.

Does that include the fitting up of the cabins?—No; exclusive entirely of the cabins, and cordage, and sails, and of internal fittings, entirely exclusive.

Do you put them in?—No. We sometimes do, but very seldom. There are several other vessels besides those I have named which I have built.

Are the vessels on the Clyde oak, or fir?—Generally fir; at present we have built them planked with oak, but of late only with fir; partly for economy, and partly for lightness.

In what way are the vessels built that go between Glasgow and Belfast, are those constructed of oak or fir?—Oak frames and fir plank.

Do you think that the best construction of steam-vessels?—I would not say the best, but equally good with the oak, and probably a little better from lightness. Fir cannot be quite so strong as oak, but it is sufficiently strong.

What difference does it make in the price whether it is built wholly of oak, or partly of oak, or wholly of fir?—If I understand the question, from £2 to £3 a ton additional to make that part of the planking, which is generally of fir, of oak.

When you talk of £13 a ton being the usual price at which the hull of a steam-boat can be built, are you speaking of a steam-boat built wholly of oak, or partly of oak, or wholly of fir?—The frame wholly of oak, the upper part of the planking of fir, the internal planking of fir.

Do you repair the steam-boats for any of the companies?—At present I am not concerned with any repairing business; my brother does repair them; I have been frequently engaged in repairing them.

Do the companies on the Clyde repair them in their own yards, or do they have them done by the builders?—They generally send them to the builders' yards to repair.

That is paid for by the job, is it not?—They seldom contract for the repairs by a specific sum of money, but they pay by the quantity of materials, and the quantity of labour on them.

What is the whole present price at which a steam-vessel can be completed on the Clyde, engines, and fittings, and everything?—I do not know, indeed.

Do you know by the ton?—No.

Does the shape which is required for the hull materially affect the price per ton which is paid for that?—Very materially. I can name three instances in the last year. Three vessels, I contracted for them at a certain breadth; but in anticipation of the improvement of the law for measuring, I gave one three feet, another three feet, and another a foot and a half additional beam, I may say almost for nothing, for a trifling consideration. From their model these vessels were increased considerably in tonnage without a corresponding increase of price. For example, one of 500 tons I could give very nearly for the price of a 400 ton ship. A still more striking instance than that, the Monarch, I gave the design and made the bargain with the builders as the surveyor of that ship; we contracted for a ship of 600 tons, and for an advance of £500, the tonnage was changed to 900 tons. That is the nominal tonnage, and that sum would more than repay the builder.

Have you built any vessel going from Glasgow to Belfast?—One, the Arab.

Are those vessels regular in the times they make their voyages at all periods of the year?—The best class of them are very regular, they go almost against any weather.

Are you aware in those Belfast vessels what is the power of the engine as compared with the tonnage of the vessel?—About a horse power to two tons.

Do you believe that proportion to be what is generally considered the best for sea-going vessels?—Very good; if a vessel is going to carry a great quantity of coals, she is not the worse for having less power to her size or capacity so as to let her skim the water; in other words, if a vessel is to be heavily laden, it is better she should have good length and breadth.

In addition to my evidence given, when examined by the Commissioners, a few remarks have occurred to me. The price per ton of ships is the most vague thing in the world. About two months ago, I had made an offer for building a steamer of 700 tons, a very long, broad, low, light vessel, to go in little water, the price £6 10*s.* per ton; this is a good paying price, and I expect to build her: another steamer, about the same nominal tonnage, was proposed to me, for this I declined giving a decided offer until I had first seen that all points were right and agreeable. But I stated that on finding this, and among other things on condition that the clause with regard to an overseer should be expunged, and the duty of overseer entrusted entirely to myself without appeal, that I was ready to make them an offer at £20 per ton. The vessel has been taken at £14 per ton by another, and I am glad I am quit of her. The Clyde builders I consider are well deserving of the encouragement of a trial on the ground of superior model and work, but I do not think any saving can be offered by them in price below the Thames builders as they have been working.

No. 17.

Wednesday, March 16, 1836.

No. 17.
C.W.Williams, Esq.
16th March, 1836.

Charles Wye Williams, Esq. was called in, and examined as follows:—

You are connected with one of the largest steam-packet establishments in England, are you not?—I am.

What is the name of it?—The Dublin Steam-Packet Company; it is the first that was established for the conveyance of merchandise across the channel, and the first that undertook winter service for that purpose.

Examinations.

No. 17.
C.W.Williams, Esq.
16th March, 1836.

You are acquainted with the Steam-packet establishment in Liverpool, are you not?—I am.

Do you suppose that if the Post-office were inclined to contract for the carrying of the mails from Liverpool to Dublin, that tenders would be made by Companies that at present exist for that purpose?—I have no doubt that tenders would be made for carrying the mails.

What is the class of vessels that the City of Dublin Company have now?—The City of Dublin Company have vessels of all descriptions, those that they are at present constructing are of a much larger class than they have hitherto had; they have just built two of near 200-horse power each, and the four additional ones they are at present constructing, are to have engines of 250-horse power each; two of which have been directed to be constructed in a way peculiarly applicable to the Post-office service, in the event of any change in that service taking place.

Are they considerably larger than the packets at present employed by the Post-office?—Considerably larger.

What is the size of the Post-office packets at present?—The largest power of the mail-packets: the Dolphin is 160-horse, or 180; they have added latterly to the power, and I believe now it is 180.

On what sort of conditions would a company be willing to contract for the carrying of the mail?—That would in a great degree depend on the conditions to be imposed by the Post-office. The persons undertaking the contracts must bind themselves to place at the disposition of the Post-office agent, daily, an approved-of vessel for the service, that would be a main condition.

And at a specified hour?—Yes.

But you conceive that even binding the companies to give them a particular hour, that tenders would be offered for carrying the mail?—I do.

Do you consider it desirable that vessels of a superior size should be put upon that station?—Certainly; two of the present mail-packets would answer, but the remaining two are conceived generally by the public now to be inadequate, though at first they were not so; and that impression has arisen out of the change of public feeling as to the size and power.

You have stated that public opinion has changed with regard to the increase of power of steam-vessels, will you have the goodness to explain to what it is you ascribe that change in public opinion?—The public impression now is so much in favour of saving time, particularly in case of adverse weather, that the owners of steam-vessels, even for trading purposes, think it better to fall in with the public feeling, and therefore, though more expensive, increased the power of their engines considerably, and all the new steam-vessels that are now building are contemplated to have a much larger power than even twelve or eighteen months ago was thought advisable.

Do you mean that the power is greater than it used to be in proportion to the tonnage of the vessels?—I do; but still the tonnage of the vessels is increased in a relative proportion.

Is that increase of the power in proportion to the tonnage found to be more economical?—It is more economical on the whole; it may not be more economical upon a particular voyage; but, the greater efficiency of the vessels, the saving of time, and being enabled to make a greater number of voyages: these circumstances I conceive make it more economical on the whole.

Is that saving to be attributed chiefly to its attracting passengers more, or is it a saving in point of time?—It is not alone the attracting of passengers, it is a saving in point of time and tides; because the saving a single hour may be very important with respect to tide.

In the consumption of fuel, in what way is that affected upon that point?—In the consumption of fuel I rather think there is no difference; if any, perhaps it is in favour of large engines, because although there may be a larger quantity of coal consumed per hour, yet upon the whole, considering the saving of time, I think it is more economical to have a large power; besides, we have improved our boilers in such a way that less fuel is now used in large steamers than we before contemplated.

How does the principle of increased power apply to the general wear and tear of the vessel?—If the vessel remains afloat at low water I do not consider that there is any increase in the wear and tear upon the vessel from the additional power, provided that the vessel be built originally with a view to that increase of power: but if the vessel has to take ground each tide, as is the case in Dublin river, the increase of power and the increase of the size of the vessel, are materially injurious, and that was perhaps one of the reasons why steam companies were so long before they thought of coming to the increase of power.

You stated, in the year 1834, that the proprietors of steam-packets would not, in your opinion, be disposed to perform the Post-office service between Liverpool and Dublin as well as it was done by the public establishment; how do you reconcile what you said then with what you say now?—I do not think I said that; I said if they were to be obliged to have separate vessels, vessels built specially for the purpose, they would not be disposed to do so. I said we had not the same control over our commanders, because they are not under the same control as gentlemen belonging to the military and naval service; we cannot get that degree of discipline on board private-owned steam-vessels. I have not said anything in my examination in 1834 that is not applicable now.

You are then of opinion that it would be indispensable to the proper performance of that service, that even if the vessels were taken by contract they should be put under the command of naval officers appointed by the government?—I do think so: upon the mere ground of having the service done in the most efficient way, I would prefer naval officers being employed for the command.

No. 18.

16th March 1836.

No. 18.
George Louis, Esq.
16th March 1836.

George Louis, Esq., was called in, and examined as follows:

How many hours is the mail in going from London to Milford?—It leaves London on the Monday at night and gets to Milford, I think, about three or four o'clock on the Wednesday morning, that will make the journey about thirty-one or thirty-two hours; it reaches Milford in about thirty-one hours and a half.

At what hour does the mail get to Carmarthen?—It gets into Carmarthen somewhere about eight o'clock on the following night making the journey about twenty-four hours. This mail has been expedited very considerably of late.

That leaves about eight hours to go to Milford?—Yes.

Have you turned your attention at all to what the improvements will be when the new road is made to Hobbs' Point?—The great difficulty I have always considered about that road is the bringing up of the southern correspondence, because that gets to Bristol in the morning; it has been a difficulty which we have always been endeavouring to remedy if we could: the correspondence is very considerable that comes from the Portsmouth line.

Does that line join at Carmarthen?—Yes.

But the London mail has a mail for Bristol as well?—Yes.

Is there no way of bringing the Bristol mail in time for the London mail?—There is no way of doing that except you cut off the correspondence between London and Bristol for the South of Ireland, and also for the towns between Bristol and Milford; and the same would be the result with the letters brought up by the Portsmouth mail. I am not quite prepared to say that some improvement might not be made in the Portsmouth mail.

The letters from London to Cork go round by Holyhead, do they not?—Yes.

Why is that?—Because it is the quickest mode of conveyance.

Why is it the quickest? Is it the quickest on account of the certainty as regards the correspondence?—It is on account of the greater certainty.

You have stated that there is a mail at Carmarthen; is there any mail at Milford? When the mail arrives there, do the packets start immediately?—There is no delay there, it starts at four.

Is there any delay at Waterford when the mail arrives there?—I have got the care here of the Waterford and Limerick mail; it is dispatched for Limerick at a quarter past nine o'clock in the evening, and the correspondence falls in with the Dublin and Cork mails at Clonmell and Caher.

The Commissioners are desirous to call your attention to the following paragraph in the Report of the Select Committee of the House of Commons, on the Post-office communication with Ireland, which sat in the year 1832, and is in these words: "The Committee, therefore, recommend that the direct Milford Haven mail from London should not be detained at Carmarthen, in future, for the arrival of the Bristol mail. The letters brought by the Falmouth, Portsmouth, Liverpool, Birmingham, and Bath mails, to Bristol, as well as the Bristol letters, to be dispatched from Bristol at an early hour in the morning so as to meet the Milford mail at Ragland or the most convenient point of the main road. The Portsmouth mail would probably require to be brought into Bristol one hour earlier than at present; this mail alone would require acceleration in order to carry the proposed alteration into effect." Will you state to the Commissioners any observations you have to make upon that recommendation; or what have been the difficulties that have been found to prevent its being carried into effect?—The difficulties, I think I may state, that have operated to prevent its being carried into effect, or one of them at least, is that of getting the contractors out of Bristol to work a mail-coach independent of the London one,—that is one of the difficulties, though I do not know it of my own knowledge.

That resolves itself into a question of expense, does it not?—It resolves itself into a question of expense, because I dare say that for a large sum they would do it.

Do you conceive that the expense would be very considerable?—I think it would.

Can you state any other difficulties to the Commissioners?—The other difficulties are the cutting off the communication of the towns between London and Bristol, and those between Bristol and Milford, including Milford; also the communication of those towns between London and Bristol and the South of Ireland. Then there is the question of how the towns between Bristol and Carmarthen, including Swansea, are to be served with their London letters: another mail must follow to effect this object.

Could they not get them by the Gloucester mail?—It must be a special mail to follow the other.

Why could they not go by the other?—Because that would have started from Bristol before the London mail had arrived.

No. 19.

Thursday, 14th April 1836.

No. 19.
George Louis, Esq.
14th April 1836.

George Louis, Esq., was further examined as follows:

Since you were before the Commissioners before, have you been through South Wales, and are you prepared to give an answer respecting the facility of expediting the mail?—After I was here the former day I was commanded by Lord Lichfield to proceed to South Wales, and

Examinations.

No. 19.
George Louis, Esq.
14th April 1836.

on to Hobbs' Point, to do the utmost which could be done for bringing up the correspondence from Bristol, including the South of England and the Portsmouth line, and also including that from the towns intermediate London and Bristol, so as to reach Carmarthen, if possible, as early as the mail *viâ* Gloucester now reaches it. I cannot speak positively, but I do not despair of bringing up that correspondence to Carmarthen by half-past eight, or from half-past eight to nine, when there is a fair passage over the Severn, which sometimes a little exceeds the half hour allowed; and when the road gets finished to Hobbs' Point I think the packets might start from Hobbs' Point at twelve at night, and get to Waterford at ten or eleven next morning, assuming the average passage to be ten hours: then we leave undisturbed all the present relations, and do no mischief to any place.

Would there not still be a necessity for a delay of two hours at Carmarthen?—No, I hope not much more than is necessary for refreshment at Carmarthen for the Gloucester mail passengers; we do not propose staying above five minutes with the mail from Bristol, merely to transfer the passengers; we shall have no sorting at the Post-office, but go with all speed to Hobbs' Point. If Hobbs' Point be the point we are to go to, we could not get to Milford till one or two o'clock, for the road is very bad and it is considerably farther round.

If such an arrangement as that you allude to could be effected, do you anticipate a great increase in the correspondence by way of Milford to the South of Ireland?—Considerable. All the correspondence to the South of Ireland would go by that route from London, &c.

What saving of time would there be by this arrangement?—Four or five hours to Waterford. This is an extreme statement; we might fail in the contract, but I think not. Lord Lichfield desires every exertion to be made to accomplish it. There was one proposition when I left town that I should go *viâ* Marshfield to Bristol instead of through Bath. It is represented in Cary's Itinerary, and by general report, to be five or six miles nearer to Bristol than by Bath. I went over the Marshfield road and found it not a bad bottomed road, but very hilly. There is one fearful hill, Togg Hill. I ordered the road to be measured by a regular surveyor, and it turns out to be only three miles and a furlong nearer than by Bath, if the admeasurement be correct. We have now ordered Carey to measure the whole way to Bristol, for it may affect the Revenue in respect to the rate of postage from London to Bristol. There are many improvements made out of the town of Bath to cut off an angle, and I consider the difference of distance between the Bath and Marshfield route would be reduced to two miles in point of time, for we must allow, for going over Togg Hill, the period it would occupy to travel a mile. Roads are continually made to go round to save hills. By adopting the Marshfield route we should be leaving Bath which would be an injury to the contractors, and they have promised they will make up the difference, in point of time, of two miles between London and Bristol, so that instead of getting to Bristol at twenty minutes before nine we should be there at twenty minutes before eight, and instead of waiting at Bristol, as now, for sorting and for what we term the short letters for villages between Bristol and the next post town, we might leave Bristol without waiting to sort the London bag, and get off from thence in twenty minutes, taking the cross-road correspondence. We have to bring up the Portsmouth mail. I have had meetings of some of the contractors, and they are under a sort of promise to accelerate that mail, it being important that point should be attained.

You think that can be done?—Yes; it is a question of expense. We may, perhaps, have to give them money, but I hope we may do it without. If we retain Bath in the route from London I think we shall not have to give the contractor much money, but if Bath be left out it will cost much more than at present.

Does the principal part of the correspondence to the South of Ireland from Bristol go by Holyhead now?—No; the Cork and Cove and Enniscorthy I used to send in the morning by Dunmore, and in the evening by Holyhead, thus saving a little time for some places, but all the correspondence of the West of England is considered to go by Dunmore.

Has that long been the case?—Yes; for many years I had the control of that part of England: it will be necessary to state regarding the return of the mail to Bristol that we need not leave Hobbs' Point till about two o'clock in the morning; we now leave Milford at twenty minutes past ten o'clock at night. This later departure will give greater space for the packets and for the arrangement of the mails in Ireland. If we were to get over to Waterford at eleven, we could then get on to Cork that evening.

Do you know at what time the Cork mail from Dublin comes in?—There are two mails from Dublin to Cork; one leaves Dublin at one in the day, which carries the English correspondence, and gets into Cork at nine the next morning; the other leaves Dublin at seven at night and gets in at half-past one the next day.

So that in fact you would save the night?—The mail from Waterford might get there at night, but not very early; it would be late; I should fear all this, depending on the arrival at Dunmore, but great exertion must be made on that side as well as on this. If the arrangement be as proposed we should leave all the present relations undisturbed, but if we quit Carmarthen without waiting for the Bristol line there will be mischief done; correspondence will be left behind. On the Holyhead line the correspondence dovetails so well at Birmingham, there were none of those difficulties regarding accelerating the mails to that place. I should wish to say a word regarding the estuary bridges. Since Mr. Telford's report on the Severn passages these bridges have been invented by Mr. Rendell, of Plymouth; our mails pass over these bridges at three places. They are called floating steam-bridges; they are not expensive. The mail-coach to Dartmouth goes in such an one. If such a bridge as that could be established across the Severn it would make the passage sure. It might be used again at Bretton Ferry. There is a proposition to cut off six miles at Bretton Ferry; the distance then would not be so much greater by Bristol as is imagined, for Gloucester is as much out of the direct line to Carmarthen to the north as Bristol is to the south; but the river in the

Examinations.

No. 19.
21st March, 1836.
George Louis, Esq.
14th April 1836.

Bristol route is an interruption. There is one of the bridges in question at Saltash, one at Devonport, and one as I have said across the Dart.

Have you in your report to Lord Lichfield suggested those improvements which you conceive may be effected by adopting a better mode of crossing the ferries?—I have simply mentioned them to Lord Lichfield, for I believe it has never been the province of the Post-office to act in these matters, but to avail themselves of any improvements which are made, or pay tolls for the bridges I have named. I should conceive it rather a subject in which the Commissioners should make inquiry.

Are you not of opinion that if those bridges possessed the advantages which you have conceived over the ordinary modes of crossing the ferry they will be adopted on private speculation, and that it will be open to the Post-office to avail themselves of them?—They certainly are a great improvement on the other modes adopted for crossing estuaries or wide rivers, and they make the passage pretty sure in the cases I have known. That over the Dart was the first I have known; that was not so sure, but great improvements have been made since.

But it has never been the practice of the Post-office themselves to establish ferries for the transmission of mails?—No; it should be remarked that the ferry at the Severn is private property.

What is the state of the road in South Wales?—It is very indifferent on the Swansea line, and I have written to the Commissioners and Clerks of the trust on the subject, and told them the mail would be given up unless something is done.

No. 20.

No. 20.
Lord Visc. Lowther.
21st March 1836.

21st March 1836.

Lord Viscount Lowther was examined as follows:

Your Lordship has directed your attention a good deal to the subject of the propriety of transmitting Prices current through the Post-office at a cheaper rate than is now the case?—Last year my attention was directed to that subject from the applications of several merchants of the City of London, when I acted as a Commissioner to inquire into the Post-office, and my colleagues and myself instituted an inquiry into it. I was impressed with the necessity of, or, rather, the advantage to commercial men and to the country generally, from the increase of trade, and from the facility it would give to retail dealers in laying in their stores if such a measure could be carried into effect. The subject was new to me when I commenced the inquiry, but upon the investigation I was impressed with the conviction that it would be highly beneficial to the trade of the country generally; and subsequent consideration has confirmed me in that view, as I have since been upon the Continent, and I find that the government of France encourage the circulation of Price currents at a low charge, I think it is at the low charge of one penny, divided into a halfpenny charged for the stamp, and a halfpenny for the postage, which makes one penny altogether; these are allowed to be circulated in France, [*handing in a paper*;] it is merely a commercial announcement, and it shows the difference of charge on Prices current coming here from the Continent to that on the same thing coming from one part of the Continent to another. From Paris to Calais it is charged only one penny, and from Calais to London it would 2*s.* 4*d.*

Now, confining yourself in the first instance to the question of the transmission of Prices current in Great Britain and Ireland, will you have the goodness to state what scheme you conceive it would be advisable to adopt?—I believe I held a different opinion from my two colleagues, which I think I expressed in the Report I presented to the Treasury from myself, and, at that time, I should have thought that the Revenue would have gained, as well as that it would be a great convenience and benefit to the trade if a stamp duty had been fixed at one penny, but circumstances have altered since, and newspaper stamps are proposed to be reduced to a penny. I stated in my Report that I would only propose a penny on Prices current in the first instance. But I thought afterwards it was capable of still further reduction; I think it would certainly be necessary for the protection of the Revenue to limit Prices current to a certain weight, and I regret that the double sheet frequently used for newspapers was not foreseen when the Stamp Act was made.

That is with regard to newspapers only?—Yes, with regard to newspapers.

Will you have the goodness to state what weight you think it would be expedient to fix?—I think for the actual purposes of trade I should propose one halfpenny stamp, the paper not to exceed half an ounce; if it exceeded half an ounce then a penny, and if it exceeded an ounce and a half then three-halfpence, and so I would go upon a graduated scale. This is the practice at the Post-office in France.

Now with reference to the question of the transmission of Prices current between this country and foreign countries, will you state to the Commission any suggestions that have occurred to you on that subject?—I think it should be as low as would defray the expense of its transmission; I think not more than a penny for a long postage, such as to Rotterdam or Hamburg; I think that both here and in the continental market there is an appetite for Prices current; for instance, the prices of wine at Bordeaux are very desirable at this market; a considerable number of those lists would be sent from Bordeaux to this country if they could be sent at a small postage.

In point of fact, at present, does an English Price current pay no more in going through France for postage than a Price current printed in France?—I am not aware whether it does or not; I never saw an English Price current in France. I saw the French Prices current in various places in my visit all through the south of France. Upon the subject of foreign

Examinations.

No. 20.
Lord Visc. Lowther.
21st March 1836.

Prices current last year I had the greatest number of complaints as to Prices current coming from Canton in China for the tea-merchants here; I think that is one [*handing in a paper,*] it is charged 1*s.* 7*d.*, coming as a ship-letter from Canton. There is another sent as a newspaper, [*producing another paper,*] that is charged 4*s.* 9*d.* I believe the Postmaster-General diminished the rate of postage afterwards upon several complaints being made.

Would you suggest that the Prices current should be put on a different footing from ship-letters, or would you reduce ship-letters equally with Prices current?—It is a different branch totally; it is of importance the greatest facility should be given for the transmission of information upon matters of trade where there is no private communication. There are five or six places in different parts of the world, great commercial cities, such as New York, and Petersburg, and Canton, where merchants and extensive retail dealers wish to be informed of the prices of the articles in those cities from whence the produce comes. I think it is very probable the transmission of Prices current would swell the amount of the delivery from the Post-office very much. The Post-office objected last year; at least, Mr. Johnson, when he was examined here, and Mr. Crutchett objected to it on account of the labour it would cast upon the office; but when I look at the quantity of letters and papers that go through the Post-office in Paris as compared with those through the Post-office in London, it is comparatively small. Mr. Piron told me there were 100,000 printed papers of different descriptions went out of Paris every day, and they worked seven days in the week; he has published a book upon Post-office regulations, which has confirmed the statement he made to me. There are between forty and fifty thousand letters, which makes the business of the French Post-office very great.

Would you let the Prices current go free of postage, having a stamp, or would you propose to make them pay a slight postage going out to the West Indies and other parts?—I would have them have a stamp and go free?

Those that go out you propose to let go with a stamp, and those that come in by paying a slight sum for postage?—Yes; the limitation I should recommend upon the transmission of Prices current would be to guard against their being made the vehicle for advertisements. Strict rules should be laid down that they should contain nothing but the names of the articles to be sold and their prices, and that the names and residences of the sellers should be strictly excluded. I only make this suggestion as the commencement of a new system, and which might be extended afterwards. I conceive that Prices current coming within the limits of half an ounce, they being constantly in the habit of printing the same heading with merely the alteration of price, might be sold for a penny, even with a halfpenny stamp.

During your residence in France did any other point connected with the service of the Post-office in that country come under your observation, which you think it would be advantageous for the Commission to be acquainted with?—Yes; and, in the first place, I would mention, on the subject of fees, that there is no fee or gratuity of any sort allowed in the service of the Post-office in France. I had an opportunity when I travelled through the interior of France from Calais to the Pyrenees along cross country roads; when I had occasion to correspond with the interior of France, I always found the greatest regularity in the delivery of the letters to and fro. In every village I saw a letter box which was for persons to put in letters, which (if it was at a distance from a town) were collected twice a-week, and even in the hamlets and villages of the marshes of La Vendée, and the little hamlets in the valleys of the Pyrenees, I found that all the letters were delivered in every hamlet or village twice a-week, with a charge, according to the distance from the post town, an additional charge of one or two sous which is carried to the public account; there is no officer of the Post-office who is interested in any farthing that is collected, it is all carried to the public account. I wish to compare the service in France with the service of the Post-office in England? Where fees exist for the early delivery and the late transmission of letters. All persons are upon an equality in France as regards the receipt and delivery of letters; because here, when there is a village distant from a town, the only access the inhabitants have to the benefits of the post is by the casual attendance of one of their neighbours at the market town, who may or may not bring the letters to the persons they are addressed to in that village. In France, notwithstanding this additional service, the revenue of the Post-office has annually been increased from the year 1821.

Are you not of opinion that the comparative increase of the Post-office revenue in France with that which has taken place in the Post-office revenue in England, is very much to be attributed to the fact of the great improvement in all private communications in England which permits the illicit carriage of letters in a manner which it is impossible for the Post-office to compete with or to prevent?—I think that persons in England are deterred very much from correspondence by the high rate of postage; it is pitched at a much higher price than it ought to be.

Allowing that much may be attributed to that circumstance, is it not true that the great facility of intercourse by coaches and the excellence of the roads in England does render it a far more difficult matter to protect the Post-office here than it is in France, where the roads are bad and the means of conveyance few?—I should think from the tendency of English people to correspond and to write, from the superior education of the middle and the lower classes, and the activity in trade and business throughout the country generally, as compared with France, that many more letters would be written and communications made than in France, if it were not for the almost prohibitory high charge in England. I think it has come within my observation that a great many people do not write letters, and particularly from abroad, on account of the very high prohibitory duty here.

In the course of your inquiries as a Post-office Commissioner, did you form any opinion of the merits of the present system of conducting that department under a Postmaster-General, or of the propriety of substituting any other form of management for it?—I was not long enough

Examinations.

No. 20.
Lord Visc. Lowther.
21st March 1836.

in the office of Commissioner to have been able to consider that subject with my colleagues; but my observation of the Post-office has led me to this conclusion,—I think the present system has proved that it is not at all adapted to the active circumstances of the times, and I should feel disposed to new-model and reconstruct the Post-office Department altogether. I think one sees, in the present state of the Post-office, that it remains just what it was ever since the improvement it underwent in 1797 and 1798; there has hardly been any alteration since in its details except what has actually been forced upon it by the public: its duties are becoming now so great, notwithstanding its inconvenient and almost prohibitory arrangements, and so general, and, from the present state of the world, and our constant communication with the East and with America, I should look to England as being, in a great degree, the Post-office of the world, if facilities were offered; and, however capable or industrious one man might be, I should conceive he could hardly be qualified to look into the number of details that that office would embrace in all its ramifications. I should think the better way would be to have a Board as in France (there it is called a Council), with a head and two assistants, one to superintend the Home department of the Post-office, and the other the Foreign department, and Colonies; and the head would have a general view over the arrangements of the whole office. The different subjects would be discussed and considered at the Board. I would confine the patronage of the department to the chief of the Board and to the Treasury, being of opinion, that it operates to the prejudice of a department, when the junior Commissioners have any share in the patronage.

Is it not desirable that, in case of a Board being constituted, one of the members of the Board should occasionally visit and be absent from town for the purpose of inspection?—I have not a very great idea of that. It is contrary to the law at present, but I think if one of the members were in Parliament, perhaps he would hear more there than he would see if he visited the country.

You think it would be desirable that some member of the Board should be in the House of Commons?—Yes.

Should that one be the head?—Any one of the three.

But the other commissioners should be permanent?—Yes; it is contrary to the law that a Revenue Commissioner should be in Parliament, but this office is distinct from all others: it has been a principle laid down from the time of William III., that a member of a Revenue Board should not sit in the House of Commons, yet the Act as regards the Post-office only passed in the beginning of this century.

Have you directed your attention to the system of the steam-packet service belonging to the Post-office?—Upon entering into the Commission I looked upon the steam-packet establishment as a very important branch of the Inquiry. Some time previous to my being named a Commissioner, I had carefully read and considered the evidence and returns on that subject to be found in the Reports of the Commissioners of Revenue Inquiry. After I became a Commissioner, I commenced taking measures to possess myself of all the fresh information which could be obtained on the subject. The Commission examined Mr. Lawrence on the subject generally: his evidence is in your hands. That Commission had obtained several returns, and others were in course of preparation when it was dissolved.

Had you examined the subject sufficiently to form an opinion of the manner in which the accounts are kept at the steam-packet stations?—I went through the account books, which were well kept, in a book-keeper's sense; but it appeared there was no proper check at the different stations upon the receipt and expenditure of stores.

Did you look particularly into the Holyhead station?—No: the one I looked into was the Dovor station.

Did you turn your attention at all to the point, as to whether it would be convenient to put the packet stations under any other than the present management?—My disposition was to lay the service open to contract, though I was aware that that was liable to some objections; but whether the system was changed to that degree or not, it seemed to me quite clear that some change was imperiously necessary. Looking to the very great expense, both of the vessels and the establishments connected with them, and to the loose system of management relative to their stores and repairs which seemed to prevail, I could have no doubt that a great alteration was necessary. It was natural to suppose that the manager of a civil department in London, without the assistance of some naval man, was not likely to be a very efficient director of the affairs of a fleet such as the Post-office employs: and experience has verified that theory. Without expressing a decided opinion upon the question of transferring the packet duty to the Admiralty, I feel quite justified in stating that that service ought no longer to be left in its present condition.

Every Commission that has inquired into the affairs of the Post-office from 1787 to 1835, has observed and enlarged upon the abuses which have been found to prevail in the packet system. A variety of details upon the subject will be found in the Reports of the Commissioners of Revenue Inquiry.

I made a calculation, at the time I acted as a Commissioner, from the papers furnished by the Post-office, of the expense of the packets. I took one year, which was at that time the last, the year ending January 1835. This, I think, shows that, upon a comparison of the expense of performing the same work by contract, the difference in favour of the contract mode was near 100 per cent. This was a calculation upon the materials I then possessed. I cannot pretend to accuracy; but it shows, I think, that the contract work is done much cheaper. If the service was done by contract, which has been frequently recommended, it would not include the large item for superannuation for the packet service. I have a memorandum of an offer made to do the work of the Post-office between Dovor and Calais and Ostend for nearly a half of what I consider the present cost, and I believe that at Liverpool, even more favourable terms might be made with contractors.

Examinations.

No. 20.
Lord Visc. Lowther.
21st March 1836.

In estimating the deterioration in value of the packets by wear and tear, I have taken the very lowest scale, namely, 5 per cent. If I was disposed to swell this account of this expense, I might put it down at 7½ per cent., and be nearer a fair mercantile estimate.

In the calculation of the miles travelled by the steam-boats, for the sake of uniformity, I take the distances marked from Mogg's map of the United Kingdom, with the tracts of the steam-boats upon it. I think I am near enough the mark to afford a just general idea upon the subject.

It is to be observed, that in the Post-office returns of expenses upon matters which have occasioned an outlay of capital at their commencement, no notice is taken of the interest upon that capital. It is evident, in this way, a clear view is not obtained of the real expense. It is evident we only see the current additions to the capital first laid out, whilst not only the interest of the capital, but the gradual diminution of it by wear and tear is lost sight of.

With regard to the greater punctuality of dispatch, and the determination to cross the water under difficult circumstances, which have been attributed to the Post-office packets, I think that might be fully secured by contract. In my own experience I have never known any unwillingness on the part of commanders of vessels to encounter apparent danger in going out to sea. The desire to postpone, and the remonstrances against setting out, are frequent enough with passengers, but not, in my opinion, with captains of vessels.

There are three ways in which the business of the Post-office may be effected, namely, by an establishment of vessels belonging to the Post-office, by contract with private individuals, and by the employment of vessels under the jurisdiction of the Admiralty. Of these three, it seems that, through want of management, or exclusive attention to quick conveyances of letters, without any consideration of economy, the Post-office establishment of packets, so far as can be judged, is the most expensive.

I wish, in conclusion, to guard myself against assuming the complete accuracy of my calculations; but I should have formed this principle, had I remained as a Commissioner, in the conviction of its general truth.

ACCOUNT referred to by Lord Lowther, shewing the comparative Expense of conveying the Mails by Contract and by Packets, the property of the Post-office, from Returns furnished by the Post-office Department.

CONTRACT.

DISTANCE.			EXPENSE.	
		Miles.	£.	
London to Hamburg .	482 miles, four times a-week .	1928	17,000	per annum
,, Rotterdam .	214 ,, .	856		
Liverpool to Isle of Man .	77 ,, .	308	850	,,
		3092	£17,850	per annum.

[See copies of the Contracts, Appendix (H.) Nos. 31, 32.]

ESTABLISHMENT.

DISTANCE.

Portpatrick to Donaghadee . .	21 miles,	14 times a-week .	294	
Liverpool to Dublin	137 ,,	14 ,, .	1918	
Holyhead to Dublin	65 ,,	28 ,, .	1820	
Milford to Dunmore	80 ,,	14 ,, .	1120	
Weymouth to Jersey	106 ,,	4 ,, .	424	
Dover to Calais	25 ,,	12 ,, .	300	
Dover to Ostend	70 ,,	8 ,, .	560	
			6,436	miles per week.

EXPENSE.

	£.
Total expense of the packets on different stations for one year, from 5th January 1834, to the 5th January 1835	92,971
Less total receipts during the same period from freight and passengers	54,000
[From Return dated 10th March 1836. Vide Appendix (A.) No. 1.]	38,971
Interest on prime cost of packet-boats, viz. £292,000, at four per cent (see Return presented to the House of Commons, 20th July 1835)	11,680
Depreciation in value of packet-boats, say five per cent. on prime cost . . .	14,600
Pensions and superannuations from the Revenue, as far as regards packets only .	3,420
[From Return dated April 1835. Vide Appendix, No. 7.]	£68,671

3,092 *miles per week performed by* contract *for* £17,850 *per annum, equal to* 2*s.* 2½*d. per mile.*

6,436 *miles per week performed by Post-office packets, at an annual expense of* £68,671, *equal to* 4*s.* 1¼*d. per mile.*

Examinations.

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company, 21st March 1836.

No. 21.

21st March 1836.

Wolverly Attwood, Esq., and a *Deputation of the General Steam Navigation Company*, were called in and examined as follows:

You are connected with the General Steam Navigation Company are you not?—I am.

Is that the Company which carries the mail to Hamburg?—Between London and Hamburg, and London and Rotterdam.

Are your vessels built in Scotland?—Our vessels are almost exclusively river built vessels, with the exception, I think now, of perhaps two steam-boats that were purchased.

What power are the vessels you now use to go to Rotterdam and Hamburg?—The power stated in the contract is, that a vessel shall not be less than from 80 to 100-horse power to Rotterdam, and not less than 100-horse power to Hamburg; but the vessels, generally speaking, are beyond that power, they vary from 100 to 160-horse power on the Hamburg station, and from 80 to 140-horse power on the Rotterdam station.

Do you find that power sufficient for the duties of the Post-office?—We find it what we consider the best proportion of power, according to the size of the vessel.

You do not think there would be any advantage or service in increasing the power?—I do not in the present vessels.

Do you know anything of the way in which Prices current are transmitted abroad?—It is a subject upon which I have incidentally had the opportunity of collecting a good deal of information, and also of ascertaining what the opinions of merchants generally are upon the subject.

Will you state to the Commission any opinion you have formed upon that subject?—As far as my own opinion goes, which is formed from the result of information I have obtained, it is this, that it would be decidedly advantageous to have the opportunity of transmitting Prices current not in the shape of letters, but in some mode assimilating to the mode in which newspapers are now sent, and that may be done either by a low stamp or a low rate of postage.

When you state a low stamp, should you think a penny would be low enough?—I should apprehend it could be low enough for all practical purposes, that is to say, it would be low enough to counterbalance, and people would sooner pay a penny to send the Prices current in an open and legitimate manner, than send them in the underhand mode in which they now send them, because there are scarcely any Prices current that now pay the postage, or at least a very small proportion of those that are sent abroad go through the Post-office.

Do you think there would be gain to the Revenue by allowing them to be sent by the Post-office?—I should imagine there would be a very considerable gain, for this reason—I would state, as a positive fact, that a very small proportion of the Prices current which are sent abroad do go through the Post-office,—they are sent by private hands; and that being the case, it is rather a singular thing that if you were to ask the merchants generally, whether having foreign correspondents, they would wish to have this facility of sending these Prices current at one penny postage, they would generally say "No;" for this reason,—that all those who now send Prices current abroad have so extensive a connexion among the persons who are constantly going abroad, that they can prevail upon them to take them; they have, in point of fact, the means of securing the transmission of Prices current through private hands without paying any postage, and therefore they consider if you were to adopt a general measure for allowing Prices current to be sent at a low rate of postage, that you would only enable parties who have not so extensive a connexion as themselves to send Prices current on equally favourable terms with themselves, which at present they cannot do. I believe the most practical and perfect information respecting Prices current was given in the evidence of Mr. Van Dadelzen, a gentleman who was examined before the Commission upon a former occasion.

Are there any observations that you wish to address to the Commission upon the subject of the steam-packet service?—My object in attending here was this, that I understood certain statements had been made to the Commissioners on the subject of the performance of the mail service between London and Hamburg, and London and Rotterdam, which is performed by the General Steam Navigation Company; and knowing it was a point which would attract a certain portion of attention, I was anxious to make a statement upon that subject, and also to answer any inquiries which the Commissioners might put to me.

What statement are you desirous of making to the Commission upon that subject?—That the Commissioners have had certain details laid before them, and from information which I have received, I conclude that they have had complaints made as to the manner in which the mail service was performed; and I was desirous to have the opportunity of making my own statement upon the same subject, or rather of explaining to the Commissioners the circumstances under which the service has been performed, and the manner in which it has been performed, referring for the proof of that to the registers of the Post-office, which, I should imagine, would confirm what I shall state.

Will you make your statement?—There have been statements made to the Commissioners, and to the Post-office, that the mail service has not been performed in an efficient manner, and that it has been performed at a much greater cost than that which ought to have been paid for the duty. Now, in the first place, I am desirous to say that it has been performed efficiently; that the vessels which have been employed in the service are of the most effective class and character which could have been employed in the service, that is to say, that they are equal to any equal number of vessels which you will find at the present time in the port of London or in any port, and better adapted to the service; and unless you were to construct a set of vessels

Examinations.

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company,
21st March 1836.

expressly for the Post-office service, I do not believe you could find any vessels better than those which are regularly employed in the mail service.

Are these vessels as large, and are the engines as powerful, as the engines in the vessels employed between Liverpool and Dublin for instance?—They are very fast vessels; I am not particularly acquainted with those vessels, but, as far as I have had any opportunity of ascertaining the character of the vessels generally of London and Liverpool, the vessels carrying cargoes, I should consider that our vessels would be found fully equal to them in speed and in effectiveness.

What horse power are your vessels?—The vessels usually employed on the Hamburg station are 160-horse power, 130, 120, and 100,—those have been the vessels which have been usually employed.

What is the tonnage?—The largest tonnage is 600; they vary from 600 down to 400, and there never has been any complaint addressed to the Company from the Post-office of the manner in which the service has been performed. We have had occasionally, and the Post-office has sometimes communicated to us letters which have been addressed to it, containing complaints; those complaints have been invariably answered in a manner which we considered satisfactory, because we have never had any communication from the Post-office to induce us to think it was not satisfactory also to them.

What is the average passage to Hamburg?—Between fifty and sixty hours.

And what to Rotterdam?—About twenty-four hours; from twenty-four to twenty-six hours.

Have you put any new vessels on that station lately?—Not within the last year; but, in the years 1834 and 1835, we put four new vessels on that station.

Do you mean newly built vessels?—Three newly built, and one purchased, which was also newly built; and we should undoubtedly have put more new vessels on the station, and should have built vessels more repeatedly for the Post-office service but for this circumstance, that our contract was a contract for twelve months only, subject to be terminated after that period; and therefore, if we had built any number of vessels fitted peculiarly for these stations, which are stations that require vessels to be built expressly for them, we should have been in an awkward position, if, at the end of twelve months, we had found our contract put an end to.

Now, do you consider the vessels that you employ are sufficiently good sea-boats for the stations on which they are used?—Unquestionably they are.

If, for instance, you had had a contract for five or seven years, should you have kept the same vessels; or would you have had a superior class of vessels?—We should have put on at once, instead of four vessels in two years,—we should have supplied the station with entirely new vessels; because, in that case, it would have answered our purpose to do so.

Are you prepared to say that you consider your vessels as equal to those that trade between Edinburgh and London, or that trade between Glasgow and London?—Taking the trade between Edinburgh and London, unquestionably they are; those are all vessels which I know very well; and, taking our steam-boats, they are, generally speaking, as good as theirs. We are now building five new steam-vessels.

What is the proportion of power to tonnage which you consider to be the best?—That is a point upon which there is more difference of opinion than any point connected with steam navigation. I do not profess to speak practically upon it, but the result I have arrived at from information I have obtained is, that you cannot lay down any absolute rule, for you will find that you may take a steam-boat of one construction, and put one proportion of power into her; and take another steam-boat of a different construction, and put a much less proportion of power into her; and the steam-boat with the less proportion of power will be found to be better than the one with the larger proportion of power.

But, generally speaking, has it not been found by experience that it is necessary to increase the power in proportion to the tonnage, more than has been practised until quite lately in the building of steam-boats?—It has been increased, generally speaking, but not universally; and there is an instance of it in the river at the present moment, which is a steam-boat belonging to the St. George's Company; it has not been found an effective steam-boat, and she is now put into the builder's dock for the purpose of increasing her tonnage, that is to say, to alter her shape by making her longer.

What is the general proportion of horse power to the tonnage of your vessels?—It varies very much indeed. I cannot give the average proportion off hand, but in the largest steam-boat we have it is about three tons and a quarter to a horse power.

Is not that a lower proportion of power to tonnage than is now generally adopted in the steam trade?—Why the steam-boat in which it is adopted, namely, the Monarch, which is a steam-boat following the Perth and Dundee in speed,—her proportion of power to tonnage is four tons to one horse power; she, after the Dundee and Perth, is the fastest; and the steam-boat immediately after the Monarch is the one I am now speaking of, that is, the John Bull. She is above 800 tons, and she is only 200-horse power. The steam-boats which are employed regularly on the Hamburg station I consider to be as effective steam-boats as any others.

You carry merchandise do you not?—Yes.

Are your boats very much loaded?—It is very seldom that they carry their full cargoes; if you mean that they are overloaded, that is to say, to such an extent as to impede their speed, I believe not. There have been many complaints made to the Post-office on the subject by parties who are interested in having the mail packets precluded from carrying any merchandise.

Is there any restriction put upon your lading?—Yes, it is this: the mail master, who takes charge of the mail, may, if he pleases, order any goods which are intended to go by the ship

Examinations.

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company,
21st March 1836.

not to be taken by the ship; and he may even, if he pleases, seize any goods that are in the ship in order to be taken by her, and prevent our taking them: that is the restriction. Upon that point of the overloading of steam-boats, and steam-boats carrying goods, I wish to make a short statement to the Commissioners, which is this: we have now many complaints made upon the subject; now the fact is, that there always will be complaints made so long as the mail-packets carry goods, because there are parties who are concerned in the trade who are directly interested in the goods not being taken by the mail steam-packets. I do not mean, of course, the higher class of merchants, generally speaking, but there are many parties who have that interest.

Can you inform the Commissioners the way in which the stores are supplied and the accounts kept by the Steam Navigation Company?—The stores are always obtained upon an order issued from the office or from the factory of the Company, signed either by the cashier or the accountant. If the stores are issued from the office the order is signed by the engineer or one of the managing parties at the factory. When the goods arrive, they arrive always with a bill of parcels, made in a peculiar form; and a certificate of the delivery is always required to be signed by the party who receives them at the factory, and then the bill of parcels is sent up for examination to the office: that is the system on which the stores are ordered and received. As regards the delivery of stores, no stores are delivered out without an order from the party who requires them. If they are required for the service of the ship, an order comes from the ship, which is signed by either the mate or the captain, or some responsible person on board, and upon that order the goods are delivered.

If you were not allowed to take freight, would not the expense of conveying the mails be very greatly increased?—I should imagine very greatly so.

What is the sum paid, according to the terms of your present contract?—£17,000 a-year; that includes the conveyance of the mails twice in each week throughout the winter. When the present contract was tendered for, that was a new condition; before, they were to be carried only once a-week to Hamburg during the two or three worst winter months. And we applied to the Post-office, when this last contract was tendered for, to know whether, under the peculiar circumstances of adverse weather, we might not obtain a remission of the twice a-week duty; because that would have enabled us to reduce something in the terms. But we were told there was no possibility of making any alteration in the original terms proposed, and therefore we were obliged to consent to it. We should have no objection to tender for conveying the mails without merchandise.

How long has your contract lasted?—It began in the year 1832, and I think since that time there have been two tenders.

Have the terms varied?—Yes, they have a little. I think there was a reduction after the first year; I believe a reduction of £1,000 was made: that was a contract at so much a voyage, and not running twice during the winter season to Hamburg, so that the actual amount has varied from fourteen to the present amount.

There was an account in the newspapers, some weeks ago, of a steam-packet being detained at Rotterdam from having goods on board not entered in the ship's manifest; are you aware what were the facts of that case?—I remember a circumstance somewhat of the kind alluded to, but it was not for having goods not entered in the ship's manifest; but the goods are all sealed at Rotterdam, and when the ship comes down to Helvoetsluys the custom-house officer examines her to see if the seals are all perfect, and when she came down to Helvoetsluys it was found that one of the seals had been broken or knocked off, and it was understood to have been knocked off by a passenger in walking about the deck. There was no idea of making any alteration in the cargo. She was detained about twelve hours.

Was she not sent back?—No.

Is it not a fact that one of your boats was lost very lately?—Undoubtedly.

What were the circumstances under which that happened?—They were these: the steam-boat called the "Queen of the Netherlands" was going over to Rotterdam with a Dutch pilot on board, and when she came off Goree it was about eight o'clock in the evening; the pilot had the control over her. She had a fair wind, and was going at the rate of seven knots an hour, when he ran her on shore, and there she lay till about two o'clock in the morning, when the passengers and crew left her, and she was lost. It was simply the circumstance of the ship being run ashore by the pilot.

Have any other vessels been lost since you have had the contract?—We lost the "Superb." She was lost in the autumn of 1834, when there was one of the heaviest gales ever known. She was totally lost off the north coast of Holland.

Have you any other instances of loss?—No other. We have always considered, with regard to the effectiveness of the packet, and the way in which the mail service has been performed, that unless you were to build at once a set of vessels expressly for the mail service that it could not be performed more effectively than it is now, and that even then it could not be performed with so much regularity as it has been; because you could not have the command of so many ships as the Company have the command of, and as they have devoted to the mail service when the mail service required it. We sent in in our tender a list of fifteen ships, every one of which could be made available for the service when required.

Did any other Company tender at the same time?—Of that I have no knowledge. I know that we expected there would be, and we lowered our terms in consequence. I was asked a question as to a contract for five or seven years, whether upon such a contract we should have an additional number of ships. When we made our tender a few years ago we sent in a letter representing that, under the circumstances, we hardly liked to undertake it, and to build more ships for the service, unless with the expectation of a continuing contract; because, for the

Examinations.

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company,
21st March 1836.

reasons mentioned before, we should have all these ships thrown upon our hands without any possible means of employing them; and we were also under this disadvantage, that, by taking the contract from twelve months to twelve months only, if the winter should be severe, we should, from the circumstance of the navigation to Rotterdam and the navigation of the Elbe being closed, be subjected to an immense loss throughout the winter; and being obliged to take the risk of that, we thought it was fairer to give rather more than twelve months for a contract, in order to give us a chance of having a better winter than the present one, if the present should be severe. But the footing on which it occurred to me, at the time we made the representation to the Post-office, it would be most desirable the mail should be carried, was that of making it a twelvemonths' contract; but on the understanding that it should be a running contract, subject to modifications, if there were any required. The footing on which we have been executing the work, and on which we are now acting, is this, that all the new vessels which we have built we have appropriated to the mail service; we have taken one by one all the smaller vessels from the mail station, and we have put on that station all the new vessels we have built or become possessed of, and that is the system on which we are now continuing, so that there will be two more new boats put upon that station this year; and, in point of fact, the whole of the boats will be new boats. The objection to a seven years' contract is this:—that, supposing you make a seven years' contract at once, and put on a certain set of new vessels, in the course of about three or four years those vessels are no longer the first class of vessels which they were when they were first put on, and by the end of the seven years you have a class of vessels which are third rate instead of first rate. Now, the most desirable mode of conducting such a business is this: you should be constantly improving the vessels; as, for example,—at the end of this year the vessels on that station will be new vessels, in another two years we consider that those vessels which then would be inferior out of these new vessels should be changed, and others more effective put on, so that you should constantly keep up a supply of new vessels. And by that system of action, the facilities we possess of doing that, by having opportunities of employing the vessels which we draw from the Post-office station on other stations, that we consider we have, and always shall have, a greater advantage in the conveyance of the mails, and be able to perform it more effectively for a series of years than any other parties can have without those advantages.

Do you find the passengers unwilling to go in bad weather, to leave Hamburg or elsewhere?—We find them very frequently unwilling to go from Hamburg.

After you have built a vessel, what do you consider to be the annual expense of keeping it up?—I think the usual calculation is about 15 per cent., but it depends on this, whether you mean the expense of keeping up the repairs as well as replacing her, that is, forming a fund for that purpose; or, do you mean the expense merely of keeping the ship in perfect repair?

Excluding the expense of replacing her, what do you calculate to be the expense of keeping her in repair annually?—I cannot give an exact statement upon that point, because it is a view which I have not taken upon that subject; and, therefore, I cannot give any calculation upon what the average expenses would be.

What do you consider to be the actual cost of working steam-ships of a size and power equal to those generally employed in the conveyance of the Holland and Hamburg vessels—say 120 to 140-horse power?—Upon a practical point of this nature, relating to a question in speaking of which we might be supposed to speak with some degree of bias, we prefer to lay before you information proceeding from, and recorded in, the evidence of other parties connected with steam navigation, as the result of their experience when examined upon a subject not at all connected with the present inquiry, and when there could be no possible object in overstating, but would rather be a disposition to underrate the cost of navigating ships of this description. Before the Committee upon Steam Navigation to India, much evidence was given as to the expenses of steam-vessels by parties possessing the requisite practical information to enable them to speak with confidence and as authorities on the subject; and who, being desirous to encourage the establishment of steam communication to India, would not certainly be inclined to estimate the expense at too extravagant a rate.

It is stated by Mr. *Macgregor Laird*, who is a gentleman of much intelligence, that, on reference to the actual accounts of a large Company at Liverpool for the last three years, he has ascertained that the average expense of the repairs upon fifteen vessels was £1,000 per ship; and, as several of these were new, this may be regarded as a low estimate. The expenses of wages, oil, and tallow, not including wear and tear, repairs, or coal, were £40 per week.

The expense of maintaining and renewing he takes at 15 per cent., and insurance at 5 per cent., which is low; the first cost of a steam-ship of 600 tons, complete for sea, built at Liverpool, he takes at £37 per ton; for a smaller ship the expense would be somewhat more.

The cost of a London built ship would be rather above £40 per ton for ships above 600 tons; below that, say something more.

Consequently, taking a ship of 500 tons, the cost say £20,000, the actual expense of working her from the port of London would be:

	£.
Wages, oil, and tallow, £40. 10*s.* per week	2,100
Coal, say 23*s.* per ton, 60 tons per week	3,580
Lights, harbour dues, and other dues at home and abroad, £30 per week	1,560
15 per cent. as maintaining rate	3,000
Repairs	1,000
	£11,240

In this account, nothing it will be seen is allowed for interest of capital.

With respect to the cost of coal, this, of course, is stated at the London price, and at the rate which it actually costs in foreign ports to the ships employed in trading to them. The General Steam Navigation Company export coals for their own ships, and are compelled to have very large stocks lying abroad for their winter's consumption. At Hamburg, Cuxhaven, and Heligoland, at each of which places a supply must be provided, the stock of coals at the commencement of the last winter was to the extent of more than £3,000.

As to the general expenses Mr. Laird's statement is followed, and our experience would lead us to consider them moderate, particularly as regards the allowance for repairing and maintaining. We have statements founded upon the actual workings of other steam-packets in the country, and these agree very closely with Mr. Laird's.

The dues and expenses in foreign ports are very heavy as compared with English ports. Representations, we understand, have been made as to the largeness of the sum paid for the conveyance of the Hamburg and Rotterdam mails. We are satisfied that if a calculation of the number of steam-boats required for the service were made, and if, from any quarters competent to afford accurate information, the expense of working those vessels were ascertained, it would be found that the whole sums received for passengers, goods, and from the conveyance of the mails, are not adequate to meet those expenses, without making any allowance for expense of management and interest of capital. We speak with confidence now, having actually considered and investigated the subject with reference to this particular view of it. Our inducement to undertake the conveyance of the mails at the rates we have done has been to prevent, if we could, the interference of an opposition in trades which were originally established by us, and made at a considerable expense, and with a large outlay of capital. From the extent of our operations and establishment, and the rigid economy practised in every department, we consider we are enabled to work, perhaps, lower than any other parties. Our engineering repairs are entirely done by our own workmen, the Company having a factory in which a considerable capital is invested, and above 100 men are constantly employed; and from our being our own insurers, and taking the risk ourselves of loss by fire or sea, we can certainly afford to perform our work at as moderate a rate as any person can possibly do; and had we not been in this practice we must have lost considerably by the Post-office contract. As it is, we certainly consider the sum paid to be very inadequate to the duty performed, accompanied as it is with a very great degree of risk, and requiring certainly on an average not less than eight vessels, and occasionally considerably more.

A question was asked as to the time in which the Rotterdam and Hamburg passages are generally performed by the ships employed in the conveyance of the mails. The fact is, that these passages never can be performed on the average in so short a time as the passages to ports the approach to which is not attended with so many difficulties as those to the ports of Hamburg and Rotterdam are. The entrances to the Elbe and Rotterdam river are very intricate, and ships can only go in at certain times of tide, nor can they venture to attempt the entrance in the dark; consequently, the Hamburg and Rotterdam ships are frequently obliged to lay off the port five or six hours during the night, that they may be prepared to go in with the first tide in the morning. If the Hamburg ship, which now leaves London at one, two, three, or four o'clock in the morning, were to leave at ten or twelve, she would in all cases of fair weather arrive at Hamburg as early as she now does, that is, on the morning of the third day, as during the second night she is, as has been stated, frequently obliged to be off the port. The advantage, however, of this system to the Post-office is, that in case of bad weather the ships have some hours to spare, and can still generally arrive in time to go in with the first tide in the morning of the third day. To us it is a disadvantage, inasmuch as the ships very frequently have to burn unnecessarily six or seven hours' supply of coal while lying still, and the effect is to make the average passages appear longer than they otherwise would. The same statement applies to Rotterdam, except that the Rotterdam steamer goes in on the morning of the second day instead of the morning of the third.

In answer to questions asked on a former examination, we stated our conviction that the vessels employed in the conveyance of the Holland and Hamburg mails were as efficient as any equal number of trading vessels which could have been brought by any parties into the service, and that the duty has been properly and effectively performed. We take this opportunity of repeating this expression of our conviction, and we are satisfied that the more inquiry is made into the subject the more firmly this will be established. On various occasions complaints have been made to the Post-office, proceeding from, or instigated by, parties interested in procuring, if possible, a change in the present system. Explanations have always been required from us in the most positive manner by the Post-office whenever any such complaints have been made, and we have the strongest reason to conclude that the answers given have been perfectly satisfactory; inasmuch as no remonstrance has ever been addressed to us, nor has it ever been found necessary to address to us any remark upon the character of the ships employed, or to express even a wish that any change in our arrangements might be made. We have exerted ourselves to perform the duty in the most efficient manner, and to the satisfaction of the Post-office, and from our never having had any intimation to the contrary we presume that we have been successful in these endeavours to conduct the conveyance of the mails in such a manner as they would consider proper and adequate. The Commissioners have before them testimonials which have been given by Mr. Canning, His Majesty's Consul-general at Hamburg, and the most eminent merchants of Hamburg, of the *admirable manner* (to use their expression) in which the conveyance of the mails at all seasons has been effected. There will at all times, and under whatever arrangements may be made, be found parties interested in making charges and complaints, and others disposed to do so; but hitherto the Post-office have, on inquiry, found the complaints made against us

Examinations.

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company,
21st March 1836.

without foundation. In fact, the powers vested in the authorities of the Post-office by the contract with us are of so extremely extensive and arbitrary a nature, that we have been, and are, entirely under their control, and must have made any alterations in our ships and arrangements which they had desired, had there been any occasion to require such alterations; and, having their own officers always on board the ships, in charge of the mails, they have always had the fullest means of obtaining information. It was stated by Mr. Williams, of Dublin, on a former Commission of Post-office Inquiry, that he had a strong objection to undertake the conveyance of the mails between Liverpool and Dublin on account of the feeling that would be excited against his Company, and the cry of *monopoly* that would be raised. We have had sufficient reason to know the justice of Mr. Williams's remark. To show the manner in which complaints are made we may state an instance which has recently occurred. We have been required by the Post-office to answer a serious complaint, couched in the strongest terms, of the irregular arrival of a mail from Rotterdam. On inquiry, it appears that the packet complained of actually arrived at her regular time, and that there was not the slightest foundation for the complaint. The parties who made the complaint are those who have been most conspicuous, and are the most interested, in endeavouring to excite a feeling against the Company.

Another question asked has been as to the proportion of power to tonnage which is considered the most effective in steam-ships. It should be explained, in the first place, that it is not the proportion of power to tonnage by which the speed of a steam-ship will be regulated, but the proportion of power to displacement and resistance; that is to say, one ship of 500 tons may not have more displacement and resistance from her construction than another ship of 400 tons, and would go equally fast with the same power; and by increasing the power in the ship of 500 tons you necessarily increase also the size and weight of her engines, and the weight of her coal and water; consequently, you increase very much both her displacement and resistance; and in many ships it would be a question whether the additional power would do more than overcome the additional displacement which it occasioned. According to the ordinary rule the square of resistance increases as the square of the velocity; that is to say, if to drive a given ship ten miles an hour you require 100-horse power, you would require 144-horse power to drive her twelve miles an hour. In this calculation, however, it is to be observed, that the ship and her displacement and resistance are supposed to remain the same, whereas, by the additional 44-horse power, you would sink her much deeper in the water, and instead of driving her twelve miles an hour would not obtain more than eleven, and it is questionable whether you would in very many ships obtain so much improvement. This is a question which has for a considerable time attracted a large share of our attention, with a view to ascertain the most desirable proportion of power to apply to our steam-ships, and we find that it depends very much on the particular character of each ship, and no invariable rule can be adopted. The opinions of the practical authorities differ very much. Sir Pulteney Malcolm, in his evidence before the India Steam Committee, states, that he considers 100-horse power to 450 tons a very good proportion, founding his opinion on this—that while Admiral on the Malta station he found, from the steam-packets which came out with the mails, that those with this proportion of power made upon the average better passages than those with a larger proportion. Mr. Morgan gives a similar opinion. We have ourselves found that the speed and effectiveness of steam-packets can by no means be estimated by the proportion of their power to their tonnage; nor do we entertain the opinion that there is any economy in the application of an extraordinarily large power to steam-packets. Indeed the calculation which we have already referred to proves this. Say that you drive a ship, having a given displacement and resistance, ten miles an hour with 100-horse power, and giving her 144-horse power without increasing the displacement and resistance, you drive her twelve miles per hour. The increase in speed is only one-fifth the increase in power, and in consumption of coal nearly one-half. And when it is considered that from the additional displacement and resistance consequent on applying the 44-horse power you diminish the speed from twelve miles per hour to eleven miles per hour, and thus gain only one-tenth in speed, while you increase the consumption of fuel one-half, it appears impossible that there should be upon the average of passages any economy in the application of the larger power. This is particularly the case when, as with us, coal is very expensive, and forms so large a proportion of the expenditure. The ships which have hitherto been found to possess the greatest speed are those with great buoyancy in proportion to their size, built very slightly, and which, from having in them a less proportion of timber, could carry the weight of larger engines than ships built with the strength of timber which sea-going steam-ships ought to have to render them permanently desirable and secure. The ships for the river trade are built in this manner, and possess great speed. If these ships were built with the ordinary quantity of timber which London ship-builders consider it necessary to put in sea-going steamers (the proportions of which were given by Mr. Fearnall, one of the most experienced and successful builders of steam-ships, in evidence before a Committee of the House of Commons in 1831), they could not actually carry engines of the size which have been put in some ships. The effect of building with a less quantity of timber is to give buoyancy and speed, but after the lapse of a few years sea-going ships so constructed cannot maintain the same character which if otherwise built they would do. Upon this point we speak without prejudice, for, of course, all we have to consider is the building of our ships in the most effectual manner. At present we are rather increasing the proportion of power in our ships, and the five which are now building, and will be ready in about three months, have as large engines in proportion to their size as they can properly carry, being of the best construction as regards form, and strongly built. In some of our present ships we have increased, and are about increasing generally, the proportion of power; but in doing this we are obliged to be cautious, and to take care

No. 21.
W. Attwood, Esq. and a Deputation of the General Steam Navigation Company,
21st March 1836.

that we do not increase the displacement in an equal proportion to the additional power. If a ship is properly constructed in form, and with sufficiently strong timbers, she ought to work to the greatest advantage with, speaking roughly, one-horse power to three or three and a half, or even to four tons; much depends on the size of the steamer, as a smaller proportion of power is required for the larger sized ships. Mr. Field, who is one of the most experienced and best informed engineers, considers one to three a very good proportion. The Malta steam-packets, which are very effective ships, and have performed their voyages upon an average of nearly two years at the rate of seven miles and a half per hour, notwithstanding the quantity of coal they are obliged to carry on account of the length of the voyage, have on an average one-horse power to three tons and a half. We perceive from a statement of the performance of the Dublin packets before the India Steam Committee, that they averaged for twelve months seven miles and a half from Liverpool to Dublin. These vessels have a very large proportion of power, one to two and a quarter and two and a half. We perceive it is stated in that Report, that they carry no goods, nor, of course, any quantity of coals at all to be compared with that taken by the Malta steam-packets. We believe from Dublin to Liverpool the average performance is greater, the wind generally being more favourable; but the statement of their performance quoted is the only one given in the Report of the East India Steam Committee.

The "Monarch," which is one of the fastest ships now running, has 200-horse power to 850 tons. Of course, in speaking of the proportion of power, much depends on the efficiency of the engines. An effective engine of 100-horse power would do as much work as another of 120, or even 140-horse power. Bolton and Watt's engines work very much above their nominal power. We consider those in our ships equal to any that are made, and being under the management of our own engineers every possible attention is given to keeping them in the most effective order and condition, and they are maintained in a most perfect and efficient state. Whenever we have purchased ships from other parties we have almost immediately laid out considerable sums on the engines, and have always succeeded by care in making them work more efficiently than they had before done.

A ship which is to carry engines of the proportion of one-horse power to two or two and a half, must either be built more slightly than a sea-going steam-ship ought to be, or she must, if her timbers are of a proper strength, be made of a form which is not the best adapted to speed and efficiency. If a ship is made very full bodied she may then carry very large engines, although built of a proper strength; but then her form is not calculated for speed, and her engines cannot drive her so fast as smaller engines would drive a ship of the same size, but of a proper construction. Of course, the most desirable plan is, to build a ship of the most perfect construction as regards form, with her timbers of a sufficient strength, and then to put in her engines as large as she can properly take without being sunk too low in the water. This is the principle on which we have acted, considering that it would be a great mistake to diminish the strength of a ship or spoil her shape, in order to put large engines in her.

If the conveyance of the French and Belgian mails were thrown open to competition, would the General Steam Navigation Company be disposed to tender for the performance of this duty?—In all probability they would; we should consider, certainly; but we may be allowed to say, that we should not be at all disposed to undertake the duty upon so low a scale of remuneration as that for which we perform the Holland and Hamburg mail service. We do not, of course, speak as to the amount paid for that service as being any guide as to the amount to be paid for the French and Belgian service, because they are entirely distinct and different; but that unless a more profitable contract could be obtained, we should be sorry to undertake it. Our inducement to tender for and take the Rotterdam and Hamburg contract for a sum which we considered, and which has proved, inadequate, was to prevent any interference with the stations; but with regard to the mails from Dovor to France and Belgium, the case would be different. If we undertake it, of course we should perform it efficiently, and, as we have done hitherto with our present contract, prevent any disappointment from the occasional detention of the packets by bad weather by providing extra ships.

Should you have any objection to purchase the present Dovor packets in the event of your contracting for these mails?—We should not object to do so upon a fair arrangement.

No. 22.

No. 22.

Sir John Rennie.
25th March 1836.

25th March 1836.

Sir *John Rennie* was called in, and further examined as follows:

Have you seen Portpatrick since the gale of wind of the 27th or 28th of January?—I have not seen the harbour myself, but I have received detailed plans and sections of that portion of the harbour which was supposed to be injured by the gale, or stated to be injured; I have also subsequently seen Mr. Luin, who is the resident engineer under me; I have also seen the Report which the Commissioners sent lately to the Treasury, containing an estimate of the expense of the damage occasioned by the storm above mentioned; and I am clearly of opinion, that the sum stated in that Report, namely, £353. 3*s.* 8*d.*, is an ample sum for the damage done; and I am further of opinion, that the damage never would have occurred, had the harbour been finished, which it was not when the gale occurred. Subsequently to that gale another very severe gale has taken place, which I think was on the 17th or the 18th instant, and I have had a report from Mr. Luin, the resident engineer, and I also saw him last Monday, and he stated to me, both in his letter and personally, that no further damage has

Examinations.

No. 22.
Sir John Rennie,
25th March 1836.

occurred, and that they are now going on repairing that which happened before; and he is firmly convinced that the former estimate which he made, namely £353. 3*s.* 8*d.*, is an ample sum to make it better than it was before.

The damage was chiefly done to the south piers, was it not?—That is to the rubble glacis, at the back of the south pier head.

Had the pier ever before been damaged in a similar way?—It very frequently happens in making piers of that kind that damage occurs; the rubble is frequently displaced, and, indeed, it is almost impossible to form a rubble glacis in a pier of that description without storms or similar effective agents; because as the stone is loosely thrown together the storms consolidate it much better than it could be done by manual labour.

Do you apprehend that the harbour of Portpatrick will be liable to fill up, independently of the effect of storms upon it?—No, I do not.

And you do not think that any annual expenses will be necessary for dredging, or in any other way keeping the harbour clear?—All artificial harbours are more or less subject to a certain degree of annual expense in this way, but I believe that the harbour of Portpatrick will be subject to as little expense as any artificial harbour in the country.

Can you state to the Commissioners what you suppose the annual expense is likely to be?—That is a point to which I have not at the present moment turned my attention.

Without expecting much accuracy about a point to which you have not turned your attention particularly, can you state at all what the expense is likely to be in keeping up the harbour of Portpatrick?—I cannot, at the present moment, but I will make the calculation and let the Commissioners know.

You are of opinion there is nothing in the peculiar situation and circumstances of Portpatrick which renders it peculiarly liable to fill up?—Certainly not.

Does any actual expense take place annually for dredging?—At the present moment there is at a certain part of the harbour. But it must be observed, that that part of the harbour is now maintained at a greater depth than it ever was before the harbour was made; in consequence of the Government having determined to establish steam-boats several years before the harbour was fitted to receive them, it became necessary to make a sort of temporary provision by means of a basin on the north side of the harbour, which has been done, and the entrance to that basin has been maintained several feet deeper than it was previous to making the harbour at all; during the operation of the harbour a little sulliage and sand has collected there, but that has nothing at all to do with the general principle of the harbour; because it is deeper now than it was.

In fact if the basin had not been made, it would not have been fitted for the steam-boats at all?—Certainly not so well at that period.

Are you quite satisfied that the harbour is deeper now than it ever was?—I am quite satisfied that that part of the basin is deeper than ever it was.

Is that from recent surveys?—Yes.

Who were those surveys made by?—By the engineers on the spot.

What is the depth of the entrance to the basin at low water?—From about three feet six inches to about four feet.

What depth of water is requisite for packets of the present size to enter, do you know?—I do not know what these packets draw, but I think it is six feet six inches.

Do you know at what state of the tide there is usually the requisite depth?—Soon after the first quarter of the flood.

When the harbour of Portpatrick is completed, will it admit larger packets than those which are now in use?—The packets of the present day appear to me not sufficiently powerful to carry on the duty at all times, and I am clearly of opinion, that when the harbour is completed, packets of sufficient power may be maintained there in perfect safety ready to perform their voyage whenever it is prudent to go to sea.

What sized packets, do you think?—I should think packets of 50 or 60-horse power.

Upon what ground do you expect that larger packets will be able to use this station than those which are at present there when the works are completed?—The harbour will be more protected.

Will there be a greater depth of water?—There certainly will, because a part of the harbour which is not now available, in consequence of the works not being completed, will then become available.

Do you mean to say there will be deeper water in the entrance?—No; they will be able to avail themselves of the deeper water which is at the entrance, which now they cannot.

When you use in your answer the term entrance, do you mean by that the entrance to the basin or the entrance to the harbour?—I mean the entrance to the outer harbour. The entrance to the basin is now maintained at an artificial depth. My idea was, when the harbour is completed there would not be so great a tendency to fill up as there now is, in consequence of there being no refuse of rubble or rubbish from the work to be carried into it.

In case of employing a larger class of packets, would not the depth of the water in the entrance to the basin, and the depth of the water and the capacity of the basin, be very inadequate for the accommodation of packets of an increased size?—The difference between the larger packets and those at present used would be so trifling, as scarcely, I think, to be beyond a foot or fifteen inches in the draught of water.

How would it be for the use of them in the basin?—There would be very little difference upon it.

What is the length of the present packets?—I really cannot answer that question.

Are you aware that complaints have been made, that in consequence of a want of depth of water in the basin all the packets of the present size are liable to sustain considerable injury

in rough weather when they lie there?—I have heard various rumours, but, considering the unfinished state this harbour has been in, and considering the gales of wind which have been witnessed there, I think you will find very few cases in which harbours under similar circumstances have not suffered more. But you will observe, that when this harbour is finished, then the state of things will be most materially changed, that is, the moment the outer harbour is finished.

In what way is it that the circumstance of the outer harbour being finished will materially affect the state of the inner basin with regard to the depth and size?—With regard to the depth and size it certainly cannot make much difference, but, as I formerly stated, packets will be able to lie outside where now they can only lie inside; moreover, the swell which now enters into the inner basin, and which, as observed by Captain Evans, produces considerable inconvenience, would be done away with, and then less depth of water would be necessary.

Do you conceive that when the harbour is finished to the extent you would wish to finish it, that then vessels could at all times, and under any circumstances, lie in the outer harbour?—Under any circumstances?—that, perhaps, is rather an extensive question, because there are at times very severe gales; but I think there will be very few circumstances in which they could not; I might almost say, under any circumstances.

The reason why you were asked whether you think they could lie there in all weathers, was because it must be clear to you that in coming from the opposite coast, the complaint made against the harbour is, that if they meet a heavy gale they have great danger from not being able to get into the bay?—I think, under all circumstances, they might lie in the harbour in safety.

What is the nature of the coast in the neighbourhood of Portpatrick?—The coast is of the primary formation, composed of schistose, and grey marble rocks, which rise to a considerable height perpendicularly from the shore, having deep and clear water close to them; there are no moving sands near, and consequently there will not be that tendency to fill up here that there is elsewhere; and, therefore, I am of opinion that the expense of maintenance will be very trifling.

Is the bottom clear, or is there much shingle and sand?—The bottom is sandy, but it moves very little, or scarcely at all, and the water is generally clear about it.

Are you acquainted with the harbour of Cairn Ryan?—I cannot say I am. I have passed by it several times, but I am not acquainted with it.

You are not able to speak to its comparative merits as a packet station?—Certainly not.

Are you acquainted with Donaghadee?—I am.

If there were large packets on that station, could they go in with safety at Donaghadee?—I think they might when the harbour is finished. The harbour is not quite finished at present; they have not removed the old pier and adjoining old works.

But you think that there would be a sufficient depth of water for packets of a much larger size than those used at present?—There would be sufficient for packets quite large enough to carry on the duty of the station.

When you first visited Portpatrick professionally, were you sent to Portpatrick exclusively, or were you asked to visit other points upon the coast, with a view to select that which should appear to be the best Post-office station?—The instructions from the Treasury at that time to the late Mr. Rennie were to examine the whole coast between the Mull of Galway and Cornfall Point on the Scotch side, and the Lough of Belfast and Bun Isle on the Irish side.

Your instructions did not, therefore, induce you to visit Loch Ryan?—No.

What was the date of your first visit to Portpatrick?—My first visit was in 1815.

That was of course before the times of steam-packets?—Quite so. After the late Mr. Rennie had prepared the whole of the documents ordered by the Treasury they were submitted to the Trinity Board to decide upon the place; and they, after hearing a great variety of evidence on all sides, and having examined the plans and Reports of Captain M'Kerlie and the late Mr. Telford, finally decided upon Donaghadee and Portpatrick, as being the best places they could adopt for a station. Subsequently there was the evidence also of Captain Smithett, who was one of the ablest captains on this station; and his evidence was decidedly in favour of Donaghadee and Portpatrick.

This was taken in 1815, was it?—No; that of Captain Smithett was subsequent to that, and to the establishing of steam-packets on this station, one of which was commanded by Captain Smithett.

Do you consider that the question of choosing a packet station for steam-boats is an essentially different one from that which is essential to sailing packets?—In a degree, but it is very small; because there can be no doubt whatever that steam-packets will be affected by a gale of wind as well as sailing vessels.

What is the rate of speed you calculate a steam-boat to go?—It is well known that the ordinary speed, or what is called the ordinary speed, of mail-coach travelling, now, is generally reckoned as the maximum speed of steam-boats at sea. Now you can always command ten miles an hour on land, but with steam-packets, at times, you can hardly make two.

Were you directed by the Treasury to make any alteration in the harbour after the establishment of steam-packets?—Not in the least; nor do I think it requires any alteration at all.

Do you conceive that in case it were thought advisable to suspend the works that are now going on at Portpatrick, that such suspension would be dangerous to the safety of the harbour?—I think it would. I think it would be a very imprudent measure to leave the harbour in its present unfinished state; and I certainly would neither take upon myself the responsibility of so doing, nor would I pledge myself hereafter that the same sum of money

Examinations.

No. 22.
Sir John Rennie,
25th March 1836.

would be anything like sufficient to complete it. You would have to break up the whole establishment, and to get rid of all the different tools and apparatus now in use on the works; and there would be considerable extra expense incurred in replacing them.

What is the estimated sum that remains to be expended at Portpatrick?—I believe the sum of £22,000 or £23,000 is stated in my Report, which was given in two or three years ago; and more than half of that has been granted.

Do you still think it will be finished within that sum?—I think so, notwithstanding all this delay and doubt about it.

Has there been any delay?—I mean this kind of doubt, as to whether the works should go on or not,—that is by no means doing justice to the estimate. I believe that no two works have ever come nearer to the estimate than those two works of Donaghadee and Portpatrick have done.

No. 23.

William Bald,
25th March 1836.

No. 23.

25th March 1836.

Mr. *Wm. Bald* was called in, and examined as follows:

You are a civil engineer, are you not?—I am.

And you are at present employed by the Irish Board of Public Works to construct a road from Lough Larne to Ballycastle?—I am.

Are you well acquainted with Lough Larne and Donaghadee?—I am very well acquainted with Lough Larne, and have been frequently at Donaghadee.

Are you acquainted with Loch Ryan and Portpatrick?—I have been at Portpatrick, and I have also been at Loch Ryan; but it is several years ago.

What do you think of Portpatrick and Donaghadee as packet stations?—I think the present harbour constructed at Donaghadee is not a good harbour for a ship to run into in a gale of wind from the east and south-east. It is of small capacity within, and consequently there is a considerable run of sea.

What is your opinion of Lough Larne as a harbour?—Lough Larne is one of the best natural harbours that I know of on the whole north coast of Ireland; it is deep water, capable of admitting ships at all times of the tide, and in all weathers. I was applied to early last season, to construct a timber wharf within the harbour of Lough Larne: this wharf was to be of rather a cheap and temporary nature, for the purpose of accommodating a steamer that was to call regularly there, coming from Campbletown in Scotland; and also for the reception of a steamer which now usually calls there on her way between Londonderry and Liverpool.

How long have you been acquainted with the harbours of Donaghadee and Portpatrick?—I have been acquainted with Donaghadee and Portpatrick since 1811.

Have you known many accidents happen during that period?—Since that period I have not resided at or near to those places; I have merely occasionally passed through them.

Do you know, of your knowledge, of any accidents that have happened there?—Of my own knowledge I do not; but I have heard, when at Donaghadee, purchasing some machinery for the execution of the Antrim coast-road, that there was considerable danger and difficulty in a ship running for the harbour of Donaghadee in east and south-easterly winds, and at that period I examined this harbour with considerable care and attention.

You were asked if you could state at what amount of expense Lough Larne could be fitted up as a packet station; is there any pier to which the packet could go?—There is nothing except the timber wharf, which was constructed last summer; but I beg to mention, that, at a considerable distance within the harbour, there are two small piers built, which are dry at low water.

Is there any place to which a packet could come at all times? could it come up to this timber wharf you have built?—Yes; at all times of the tide, and in all weathers; there is perfect facility for a steam-boat of any size to enter into the harbour at all times.

What depth of water is there close to this timber wharf?—A steamer of 500 tons can lie along side of it in perfect safety, and I think a ship of 1,200 tons might lie along side of it by its being a little further extended.

Could that now be used for a packet to come up there?—No doubt it could.

It is the property of the Steam Company, is it not?—The timber wharf which was constructed was done at the expense of the few individuals engaged in the trade and commerce of the town of Larne I did myself speak to Colonel Burgoyne, at the commencement of the work, to know if he could aid or assist them by any small loan, or even make an advance; but, if I rightly remember, there was some difficulty to get any aid or assistance; they consequently made the timber wharf at their own expense, which now answers every purpose that can be desired in the shipment of goods on board of the steamer or steamers that call there.

Was that made at any great expense?—To the best of my recollection I think from about £300 to £400. It consists of rough pieces of country-grown timber driven down into the mud in a simple plain manner.

Have you ever considered the question of a change of the packet station from the present place to those of Loch Ryan and Lough Larne, with reference to the effect it would have upon accelerating or retarding the transmission of the principal part of the correspondence between Scotland and Ireland?—I have.

Will you state your opinion upon that?—I am of opinion that packets, I mean steamers, established in Loch Ryan on the Scotch side, and Lough Larne on the other, would afford at all times a ready transmission of mails from the one country to the other. The British mails,

Examinations.

No. 23.
Mr. William Bald, March 25, 1836.

when landed at the harbour of Larne, might be sent in two directions, the portion for the north and western parts of Ireland by Coleraine, Londonderry, Donegal, and on to Sligo, and they could have a quick and rapid transmission by means of the new road now in progress, and extending along the north coast of Antrim; while the other portion of the mails destined for Belfast, and the whole of the centre and south of Ireland, would find a ready transmission through Belfast. It would, in this point of view, be divided into two branches, one, as before mentioned, along the north coast, embracing the whole of the north, and a considerable portion of the west of Ireland; and the other through Belfast, extending to the whole of the central and southern districts of the kingdom.

Do you mean that the transmission of letters from Lough Larne would be more speedy than that which now takes place through Donaghadee?—I am of opinion that steam-boats could make their passage more rapidly and regularly into Loch Ryan and Lough Larne than into Portpatrick and Donaghadee.

How many miles is Lough Larne from Belfast?—It is about 23 English miles; and a road on a perfect level could be made between those places—indeed, the country, in point of level, is extremely suitable to the construction of a railway.

How many miles is Donaghadee from Belfast?—I presume, about 21½ miles.

The letters for the north of Ireland are sorted at Belfast, are they not?—I understand the whole of the mails go to Belfast from Donaghadee at present.

Do any of them go through Larne at present after they leave Belfast?—When they arrive in Belfast, I should imagine, they are sorted; and those destined for Larne take down the coast, while another division takes an inland direction by the towns of Antrim, Ballymena, &c.

Your observations apply principally to being able to get larger sized packets, do they not?—I certainly should think that larger sized packets would be desirable; although, on the other hand, I am of opinion that in no part of the North Channel is there a greater or more dangerous run of sea than between Portpatrick and Donaghadee. The fine, safe, and secure harbours of Lough Larne in Ireland and Loch Ryan in Scotland would enable steamers at all times to keep up a regular communication between the respective countries.

Wm. Bald.

No. 24.

No. 24.

14th April, 1836.

H. Rogers, Esq. April 14, 1836.

Heigham Rogers, Esq., was examined as follows:

What situation do you hold at the Admiralty Office, Somerset House?—Chief clerk in the store department.

Will you have the goodness to state to the Commissioners what is the nature of the check exercised on the part of the store department at Somerset House over the purchase, receipt, and issue of stores at the several dock-yards?—Stores are generally engaged for by contract, and received according to the conditions of the contract; and what are not provided for by contract are provided by the storekeeper on the spot, after being sanctioned by an order from Somerset House to make the purchase according to the proposal for so doing.

Is any officer at the dock-yard allowed to purchase stores without the previous sanction of the department at Somerset House?—Not a single article.

You mean not an article, however trifling?—However trifling.

Can any stores be received at any of the dock-yards without the sanction of the store department in London?—None whatever; there must be an authority for stores being sent into the yard, either under a special contract, or under a demand from the yard, or a proposal to purchase. If it is a proposal to purchase, then the terms on which the stores can be obtained on the spot are ascertained by an advertisement, or bills put up at the yard gates, inviting tenders to provide them; and according to the lowest tender the purchase is made, provided there is no objection to the party, or no difficulty anticipated in providing the stores; but generally the lowest tender is received.

The officers at the yards are not allowed to engage in any dealings with tradesmen, of any sort or kind?—Not in any way whatever, excepting under authority; and in any proposal to purchase stores, the name of the party is mentioned, and the terms on which he proposes to send them in; and at the same time, the proposition to make the purchase contains the price at which the last purchase of the same article was made, so as to admit of comparison.

Those documents are then returned to the yard?—They are lodged in Somerset House, and an order given to make the purchase according to the proposal, provided there is no objection, or we cannot provide the stores from any other source: we may, perhaps, be able to supply them from some other yard.

Have you always at your department in Somerset House the means of knowing exactly what is the quantity of stores in any of the dock-yards?—We know that from the periodical return at the end of the quarter; but owing to the multifarious receipts and issues going on at all times, we cannot know it till after the day up to which the account is balanced, and which account, containing all the receipts and all the issues, is then transmitted; but it generally requires two or three weeks to complete it.

What is the nature of the control you exercise over the store accounts at the dock-yards?—The store accounts, under the late arrangement made by the Admiralty, are examined at the respective dock-yards, in the superintendent's office.

Does no further examination take place at Somerset House?—Not any. Till within the last two or three years all the vouchers for the receipts and issues were sent up to Somerset House, and the ledger examined by those vouchers; and when the ledger was so examined,

Examinations.

No. 24.
H. Rogers, Esq.
April 14, 1836.

and the remains, and, consequently, the first charge for the ensuing period, ascertained, the accounts were returned to the yard, retaining in the office a copy of the remains of that account, so as to check the first charge of the ensuing account.

Does no occasional re-examination of any of these accounts take place at Somerset House?—Not now. The alteration was made at the beginning of the year 1834.

When stores are supplied to ships in commission, you examine all the accounts, and check them in London?—Those are all examined at Somerset House. When stores are wanted in the yards for carrying on works in the yards, and for supplies to ships, the accounts of supplies to ships undergo a complete examination in Somerset House, viz., the boatswain's accounts and the carpenter's accounts, but the gunner's accounts are examined at the Ordnance Office.

The several officers of the yards are held responsible for their accounts?—The stores are supplied to ships according to certain fixed establishments; no ship can get more than a certain fixed quantity of each article. As they are supplied from time to time, the vouchers for those supplies are sent up to Somerset House monthly, the officers of the ship being furnished with copies of those vouchers, that they may be enabled to regulate and make up their own accounts. At the end of the year the accounts are delivered in to the office, and strictly examined as to the receipts and issues; and one most important document as to the issues is the account of the stores expended on board ship, which requires, of course, much practical knowledge as to its proper examination, and for that purpose we have a professional officer attached to the department, who goes through such examination so as to determine whether the expenditure appears reasonable.

The receipt is vouched for by some person on board the ship?—The receipt on board is vouched by the supply-note sent up from the yard, but the expenditure is vouched by the Master's examination, and by the Captain's approval.

What is the nature of the professional experience of the officer to whom you allude as attached to the Store Department in London?—He is a Master in the navy, and can judge of the reasonableness of the expenditure, having been selected for the duty in consequence of his superior knowledge and experience in such matters; and if he has any doubt as to the propriety of allowing expenditure in regard to any extraordinary losses, he refers to the ship's log, to see whether there is any thing noted therein in justification of it.

In the case of expenditure upon the steam-vessels attached to the navy, what officer is there in London who examines into and answers for the reasonableness of the charges incurred with respect to those steam-vessels?—The Master in the navy above alluded to examines the account of stores expended in steam-vessels.

In the case of the repairs of boilers and of engines, do you consider a Master in the navy a competent judge of the reasonableness of the expense incurred under that head?—His knowledge is more particularly confined to the boatswain's and carpenter's stores. Anything relating to steam-engines is rather new to him; at the same time the stores expended undergo his examination the same as the others.

Are those accounts referred to anybody else besides him?—No, they are not; but there is nothing of any importance that can take place on board a steam vessel. All repairs are generally done when the vessel comes into port, and then they are done in the dock-yard, and not accounted for by the officer on board the ship.

With respect to the issue of tallow and other things required peculiarly for steam-vessels, who inquires into the reasonableness of accounts of that nature sent from on board ship?—The officer I spoke of.

Do you know whether he has ever served on board a steam-vessel?—I do not know that he has. This examination into the expenditure of oil, tallow, and other articles on board steam-vessels, I am well aware, has engaged his particular attention, so as to be enabled to make a comparison of the expenditure on board one vessel with that of another, and so that any excess may become a matter of inquiry on his part, in case it should appear necessary.

Are there periodical inspections of the state of the accounts and of the stores in the different yards, and the result, reported to the office in London?—There are not, excepting the Lords of the Admiralty visit the yards occasionally, and go through the store-houses. The accounts are not inspected, that I know of.

Does not the Storekeeper-General occasionally visit the yards for the purpose of inspection?—Not at regular fixed periods, but he has visited the yards on some particular and specific services by the directions of the Board.

In your experience, has any defalcation in stores taken place?—No, except six or seven years since, an embezzlement of copper was found to have taken place. It was not discovered in the dock-yard, but information was given from Birmingham that there was a large quantity of King's copper, known by the King's mark upon it, having been obtained from the neighbourhood of Chatham; and it was found on inquiry that an embezzlement had taken place.

That was not discovered, in the first instance, in the yard?—It was not, but through the information of a manufacturer at Birmingham.

Could that at present occur without its being known?—Just in the same manner, but not to the same extent. I am fully of opinion it was copper not taken from the storekeeper, but embezzled after it had been issued to the workmen employed in carrying on the works, by their taking every opportunity of putting copper in their pockets, such as copper nails, or secreting it in places where other persons might have an opportunity of getting possession of it. It is believed that all the embezzlement at Chatham took place in this way. It is, however, right to mention that, in addition to the regulations that previously existed for guarding against the embezzlement of copper articles, the strictest regulations that could be devised were issued to the several yards on that occasion.

Examinations.

No. 24.
H. Rogers, Esq.
April 14, 1836.

Are the storekeepers in the different yards ever allowed to sell any of the stores on private account?—They are not; there are public sales, now and then, of stores if worn out or decayed, and not fit for the use of the public service; they are sold from time to time by public auction.

They are not allowed, on any consideration, to supply private individuals with public stores?—They are not.

In case of a ship coming in in distress, are they not, under those circumstances, allowed to supply?—Yes, the superintendent, on application being made to him, is authorized to grant assistance not only in supply of stores, but even in the use of a vessel.

Are those occasions strictly limited to ships in distress?—I believe so far as the superintendent has authority upon the spot; but if he supplies any article, through any particular circumstance, to any individual, he makes a report to the Admiralty for the purpose of its being allowed or disallowed.

Do you think that the Commissioner would think himself authorized to supply, habitually, a private tradesman with Government stores?—Certainly not, on no account whatever, unless under some very peculiar circumstances, such as a vessel being in distress, or perhaps a merchant upon the spot wanting a particular article of very great importance, which he could not procure in any other way; and any case of the kind would be reported immediately.

Is it the case in the Royal Navy that the captains of vessels are held responsible for any defalcation that takes place in the stores?—Yes, unless satisfactorily explained.

If any loss takes place, are they forced to account for it?—If, by accident, such as the blowing away of a sail, and so on, a proper explanation would be required; but if anything is deficient, and which cannot be accounted for, he is answerable for it, as well as in the case of any improvident or extravagant expenditure; for as the captain approves of the expenditure every month, he admits that it is, in his opinion, reasonable, and then, if, on examination afterwards, it is found unreasonable and extravagant, he is called upon to explain, and if he cannot explain, he is charged with the excess. In the same manner, the captain or commanding officer of a steam-ship approves of the expenditure; and, at this moment, we are making arrangements for placing the engineers' stores belonging to steam-vessels in charge of the engineer, and requiring accounts of their stores to be made up separately and delivered into office in the same manner as the accounts of boatswains' and carpenters' stores of ships in general.

Has not a department lately been established in the Admiralty for the purpose of attending especially to the steam service?—Mr. Ewart was appointed more particularly for that service about twelve months ago under, I believe, the title of engineer and inspector of steam machinery.

What do you understand to be his duties?—To attend to all matters relating to steam machinery. As he resides in Woolwich Yard, if the steam-vessels are built at other yards, they are brought round to Woolwich, and the steam-engines and machinery fixed on board them.

There is an establishment at Woolwich for that purpose?—I am not aware that there is any particular establishment under Mr. Ewart. The engines and boilers, &c., are prepared and sent in by the contractors, whose bills of charges are examined and approved by Mr. Ewart, and he joins in making demands for stores connected with the steam machinery before they are acted on; and when the articles are sent in, he examines them before they are received as fit for the service, and before the contractor can be paid. Engines are in hand at this moment by Messrs. Seeward, of Limehouse, for the "Volcano," building at Portsmouth, Government finding the copper for the boilers according to the arrangement made or approved by Mr. Ewart.

You conceive that the object of Mr. Ewart's appointment was in order that there should be some person thoroughly acquainted with the service of steam machinery, who might be the official adviser of the Admiralty, and responsible to them on everything connected with that machinery?—Yes.

No. 25.

No. 25.

Rt. Hon. Sir Henry Parnell.
April 16, 1836.

Saturday, 16th April 1836.

The Right Honourable Sir *Henry Parnell*, Bart., M.P., was examined as follows:—

You have particularly turned your attention to the communication between this country and Ireland by Holyhead?—Yes; I have been for several years concerned in it as a Commissioner of the Holyhead road; and, as chairman of several Committees of the House of Commons, I have had occasion to enter into all the details on the subject.

Have you considered the subject of the expediency of retaining or discontinuing the morning packet?—Yes, I think it ought to be continued for the purpose of establishing a regular communication between London and Dublin every twelve hours, that is, by having a coach to leave London, carrying mail-bags every morning so as to arrive at Holyhead in time for those bags to be forwarded by the day packet; and that coach to return from Holyhead after the day packet arrives at Holyhead, so as to bring up to London the bags that packet brings over from Dublin.

Have you turned your attention to the expense the alteration you suggest would probably occasion?—Yes; my opinion is, that it should not be a regular mail-coach, but that an arrangement should be made with the proprietors of some post-coach, that they should have no advantage in regard to tolls; and, on the other side, should not be restricted with regard to carrying passengers. I believe, from the communications I have had with coach-proprietors,

Examinations.

No. 25.
Rt. Hon. Sir Henry Parnell,
April 16, 1836.

that they would undertake to carry mail-bags on this plan for little or no remuneration in money, in consequence of the custom they would secure by being employed by Government. At present there is a day mail, from Dublin to Belfast, on this plan; the proprietor receives nothing. There are in summer three coaches from London, and two in winter, between London and Shrewsbury, which leave London in the morning, and arrive at Shrewsbury about ten or eleven o'clock in the evening. If they continued on to Holyhead at the same rate, they would arrive there at about ten o'clock the next morning, so that it would be only to change the hour of the departure of the packet from eight to ten, to have a regular day-mail communication. I have not the least doubt that an arrangement might be made with some of the proprietors on the Holyhead road, by Coventry and Shrewsbury, for carrying a guard and mail-bags at very little expense; such an expense as would be much more than compensated by the increased correspondence and postage duty which would take place. I proposed this plan in the evidence I gave before the Committee of the House of Commons in 1832; and I have since endeavoured to discover if any valid objections could be urged against it, but I never heard of any. I know from communications I have had with members of the Irish Government, at present and formerly, that it is considered that it would be a great advantage to the Government of Ireland. All letters and despatches that Government might find it necessary to write from London after the mail leaves the Post-office, and before six o'clock in the morning (the hour for despatching such a coach as that I have referred to), would get to Holyhead twelve hours sooner than at present. A communication every twelve hours must be an object of great advantage. With regard to public correspondence, it is evident that such an arrangement would be very useful. The whole of the letters from the interior of Ireland for England arrive now by the mails in Dublin, at six o'clock in the morning. If a coach left Holyhead, coming up through Shrewsbury and Birmingham, to London, after the day packet arrived at Holyhead, all those letters from the interior of Ireland would be carried forward, and spread throughout the whole of England, which would be of great importance; and again, all the letters collected together by the cross-mails on the Holyhead line might be forwarded by the day mail, and would of course arrive and be distributed in Dublin so much the sooner; and even when the letters brought by the day mail arrived in Dublin before the departure of the evening mails, they would all go on without stopping in Dublin, through the whole of the interior of Ireland. I think the advantage would not only be very great in a commercial and many other points of view, but also in regard to the Post-office revenue. Such a facility of extending correspondence must necessarily lead to an increased revenue, and in this way the day packet might be rendered exceedingly advantageous.

Is the day packet a matter of great convenience to passengers?—I consider it an exceedingly great convenience to the passengers, in the winter especially; the packets leaving Kingstown at seven o'clock in the evening, necessarily arrive on the Welch coast in the dead of the night; and in very bad weather, in heavy gales of wind, it cannot be very easy, or perfectly safe, to discover and enter the small port of Holyhead. The passengers in bad weather, in winter, would, many of them, sooner remain in Ireland several days together than cross the Channel; whereas, now such a thing is hardly ever heard of. The packet starting in the morning is almost certain of getting on the Welch coast before dark, so as to make sure of getting into port. I should imagine, from my communications on the subject with those who are in the habit of travelling between London and Dublin, that, if the day packet was not kept up, it would be exceedingly complained of. As to the expense to the public, if the fares were so regulated as (in my opinion) they ought to be, I am certain that the day packet might be turned into a source of very great profit. The number of passengers between Holyhead and Dublin has been kept very low in comparison to what they would have been, in consequence of the high fares; and though the fares have recently been lowered, they have not been lowered to the point they ought to be, to encourage the passing of the people of Dublin over to Wales, as a recreation and amusement. I should say in the summer months, from the 1st of May to the 1st of November, if the packet fare on the day packet was reduced to 5*s*., and the fares for horses and carriages reduced in the same proportion, and the fees to the stewards altogether abolished, there would be hundreds of persons crossing, in the place of the small number at present. The number would be increased so largely, that the Government would get the benefit every private owner of steam-vessels now does, by regulating his fares according to the best mode of fixing the fares for securing passengers.

Do you consider the accommodation on board the Holyhead packets as good?—The accommodation is something better now than it was formerly; nothing could be so bad; it was quite shameful at one time. I believe, in my former evidence, I explained what the state of it was, previous to my giving that evidence. There were no sheets provided; and a captain once told me, that the small quantity of bed-clothes, and want of change of beds, made it necessary for him to use great pains in getting them out in the air, to prevent their being quite unfit for use. Everything was totally neglected in that respect; there was nothing in the way of furniture.

How is it now?—It is something better; I do not exactly know whether those circumstances are altogether changed. The day-coach, I think, ought to leave London at six in the morning; and, by giving it an hour's more time to go over the ground than the present mail, it would arrive the following morning at Holyhead at ten o'clock, at which hour the packet might sail; the time now is eight: the packet should sail from Kingstown at eight in the morning instead of nine, as it now does, and the coach should leave Holyhead at four in the evening, so as to arrive in London the next evening at eight o'clock. I almost think it will be absolutely necessary to have a second coach to do the Post-office business, particularly when the duty on newspapers is lowered; for, at present, Ireland is mostly supplied with Irish news-

Examinations.

No. 25.
Rt. Hon. Sir Henry Parnell,
April 16, 1836.

papers, in consequence of the stamp being, I believe, only twopence, and the price of the paper fourpence to the purchaser instead of sevenpence, as it is here. The proprietors of newspapers in Ireland are so well aware of the effect this reduction will have in leading the people of Ireland to take in English newspapers, that meetings have been held and deputations have been sent over to try to prevent the duty in Ireland being fixed at a penny a-paper. I never see the Holyhead mail on the road now but it is more loaded in appearance than any of those called heavy coaches. I think that must be provided for by a second night mail, or some substitute of the nature I have suggested.

Have you formed any opinion on the manner in which the Holyhead establishment has generally been managed by the Post-office department?—Yes, soon after the Post-office established steam-boats, a committee was appointed (in the year 1822) to inquire into the arrangements under which those packets were established at Holyhead, and in that committee, of which I was chairman, the whole subject was fully entered into: all the principal engineers, all the captains who had been concerned in the management of steam-vessels, and all the principal builders of steam-vessels were examined, and the general result of the inquiry was, that the plan adopted by the Post-office appeared a very imperfect one; the vessels were badly constructed; the engines were not sufficiently large; the whole arrangement for keeping them in repair and managing the business appeared to the committee to be exceedingly defective: the committee recommended various measures to be adopted,—more packets to be made use of, for the Post-office attempted to carry on the communication with two packets; they recommended four to be made use of, and recommended a stronger and better description of packets to be built, and of a better form, for quicker sailing; the first were very clumsy heavy vessels; they also recommended engines of larger power; two 50-horse engines instead of two 40, and not to increase the size of the vessels above 200 tons. According to the opinions of all the engineers and others, it appeared that that sized vessel with that power would probably make the most useful vessel for the purpose of despatch as well as safety; and they also particularly recommended that there should be a professional engineer employed at Holyhead to superintend the vessels, there being nobody of that character in the first instance, the business being left to the common engineers, who had the care of the engines in the vessels. None of those measures were adopted by the Post-office; the Treasury, at my request, called on the Post-office to give their reasons why they should not be adopted. I met Mr. George Freeling at the Treasury, and the matter was discussed; he advanced reasons to show they ought not to be adopted; the consequence was, the public were exposed to great inconvenience for several years under the old system, except in the establishment of an additional packet or two; but still the same defects of small engines and badly-constructed vessels continued. The proof that the decision of the Post-office in not adopting the measures of the committee was wrong, was, that they were ultimately driven by circumstances to adopt almost all of them; they increased the size of the engines nominally to two 50's, but, by the awkward manner in which they effected this, it did not produce anything like an additional 20-horse power. The Post-office did not put in new engines, but only increased the cylinders of the old ones. They also appointed a new engineer, of the name of Johnson, to superintend the whole of the packet establishment, he being originally the engineer sent down to take care of the engine on board a packet. Some new packets were put on the stations, in place of the two first that were built, which are the same packets, I believe, at present in use; but, from all the information I have ever obtained respecting these packets, they appear to have been badly built, and by no means sufficiently strong. This appears in the evidence before the Commissioners of Revenue Inquiry, so that, upon the whole, the public have, by the management of the Post-office, never had the advantage of proper steam-vessels on the Holyhead station, and the voyages must have been, upon an average, much longer than they ought to have been. Though no serious accidents have happened, the risks must have been considerable which have been run. I was told, by a captain, when in a bad packet in a gale of wind, that, in consequence of the engines not being of sufficient power, we were making no headway; whereas, with a proper vessel, that we should have gone four or five knots an-hour, and that we were making our passage only by getting a few knots a-head between the severity of the squalls. In other cases, from boilers being so very much worn, the captains were afraid to use the steam to its full power. I have understood that, on one occasion, the sailors refused to go to sea in consequence of the bad condition of the boiler. I stated in my evidence, when I was before examined, that I saw a boiler soon after it had been taken out of a packet, the bottom of which was so burnt, that there was a hole in it, and some of it was not so thick as a worn-out sixpence; in short, nothing could have been worse managed than the whole business has been. In consequence of the Inquiry made in 1832 the vessels have been strengthened—this is a proof that they were materially defective—the engines have been improved, and, on the whole, the packets have been in a better state, and the business has been tolerably well done, though all has not been effected, nor anything like it, which might and ought to have been done.

You think the Revenue would gain by lowering the fares?—I am quite certain of it; if the Post-office were away, and did not exclude the private companies from going to Holyhead, by the apprehension of their doing that which they did at Liverpool—namely, run down the fares to secure passengers—I am quite satisfied such companies would not have the fares above 10*s.*, and I think it is probable it would be much lower; for there is nothing in the expense of managing the business to require a higher fare than is charged at other places.

Are there any fees paid now besides the fares?—3*s.* 6*d.* is given (2*s.* 6*d.* to the steward, and 1*s.* to the cabin-boy), which is the same which was given in the old sailing packets, when they had a great deal of trouble; but now, on a fine day, the passengers never see them. I think those fees ought to be done away, and it is odd why they should be continued in the Holyhead

Examinations.

No. 25.
Rt. Hon. Sir Henry Parnell.
April 16, 1836.

packets when they have been put an end to in the Liverpool Post-office packets; but it is a great drawback on that station, and the Revenue will suffer just in proportion as that fee is exacted. It has been the practice for the stewards to exact it in a manner as to make it almost impossible to resist paying it. I have heard of cases where they have interfered, and prevented gentlemen taking their luggage on shore; and, in short, they have made gentlemen feel they had better pay it than squabble about it. In one of the Committees of the House of Commons I recommended that the Post-office packets should be allowed to carry parcels; they had been before prohibited, and there was great difficulty in getting a coach parcel across the Channel. This plan was adopted by the Treasury, and has been of very great use. The present charges are the same as those originally introduced; and, as I was concerned in regulating them, I am able to say they were proposed as an experiment, to see how they would work, and not as permanent charges. I always looked to their being reduced when it was found there was a considerable quantity of business doing. I am quite certain that if the charge for carrying parcels was considerably reduced, that business would extend greatly. I think half the present charge would be quite sufficient, which would be 6*d.* for small parcels, or $\frac{1}{2}d.$ a pound for heavy parcels. The fees charged at Holyhead and Dublin, shipping and landing the parcels, by the coach-proprietors and agents, are still a great deal too high, and ought to be reduced.

Can you give information respecting the means they have in Dublin of knowing the hours of departure of the Holyhead packets?—I do not know of any means. I do not think there is any office. There is an office advertised for gaining information respecting the Liverpool packets, but I never saw the Holyhead packet mentioned; and I should say, at this moment, I do not know where information can be obtained: it was to be got formerly at the hotel in Dorset-street, from the owner of the coach which carried the passengers to the packets. There appears to me to have been a complete neglect of everything of that kind with regard to the Holyhead packets—something decidedly unfair; because so much pains being taken in advertising and otherwise making known the departure of the Liverpool packets, must have an influence in leading passengers into that course of conveyance instead of the other.

No. 26.

No. 26.

Letter from Com. of Post-office Inq. with Report of Captain Evans and Mr. Gardiner.

To the Lords Commissioners of His Majesty's Treasury.

Board of Works, 16th Jan. 1836.

My Lords,—We beg to call the immediate attention of your Lordships to a special report which we have received from Captain Evans and Mr. Gardiner, on the subject of the establishment of the Post-office at Holyhead for the steam-packet service, which we transmit to you, together with the evidence on which it is founded.

We should not have done so until we were able to make a general report to your Lordships upon the system on which this branch of the business of the Post-office has been conducted, if it did not appear to us that the state of the establishment at Holyhead imperatively requires the immediate interference of your Lordships.

We have examined the evidence which accompanied the report of Captain Evans and Mr. Gardiner, and are satisfied that the charges of fraud and malversation brought against Mr. Roberts, the storekeeper, and Mr. Johnstone, the resident engineer, are fully made out; and we accordingly recommend that these officers be dismissed from the public service.

We also feel it to be our duty to say, that the agent, Mr. Goddard, appears to us to have neglected the duties of his office in the most culpable degree, and we are therefore of opinion that a more efficient and trustworthy person ought, without delay, to be substituted for him.

We believe that it would be most desirable that an agent for Holyhead should be immediately appointed to undertake the management of the dock-yard and the care of the stores, who has had practical experience of the manner in which these duties are performed in His Majesty's naval yards; and that great care should be taken to select proper persons to fill the subordinate situations of storekeeper and engineer which will become vacant.

We forbear to express our opinion upon any points but those which require your immediate attention, because we conceive that they will be more properly considered in the general report, which we hope shortly to be able to submit to your Lordships.

We have the honour to be,
Your most obedient servants,
(Signed) Duncannon.
H. Labouchere.
Seymour.

No. 27.

No. 27.

Report of Captain Evans and Mr. Gardiner.

To the Commissioners of Post-office Inquiry.

Holyhead, 6th Jan. 1836.

We consider it to be our duty to call the attention of the Commissioners to the state in which we have found the Post-office establishment here, before proceeding further with the investigation which we have been directed to make.

Holyhead being not only the most important station under the control of the Post-office for the conveyance of the mails, but also the place where the vessels from all the other stations (with the exception of Dovor) are generally sent for repairs, our inquiries have been more minute here than at any of the other stations. We were anxious to collect full and correct information, to enable the Commissioners to judge of the system adopted by the Post-office, in the control and management of what may be considered the head-quarters of the packet establishment. The Commissioners are aware that Mr. Freeling is the only person who examines the accounts, with a view to check the expenditure in London, and that he has hitherto exercised a general control over the packet establishments. Not being conversant with nautical matters himself, it appears he has generally acted upon the advice of Mr. Goddard, the agent at Holyhead. He has already informed the Commissioners, "that if the agent was good for anything there existed sufficient professional knowledge at the General Post-office to exercise a real and efficient control over the expenditure." "That if the agent should not pay proper attention to his duty, the principal and main object of which was to check improvident expenditure, he would of course be responsible to the Postmaster-General, and take the consequences." Mr. Lawrence, the chief clerk in the Secretary's office, says, "that the accounts are kept precisely in the same manner as in merchants' yards, the agent being discharged by the delivery of certain stores to certain vessels."

App. (H.) No. 7.

Ibid.

Ibid. 2.

On examining the store accounts, our attention was, in the first place, directed to the manner in which the stores were supplied to the different vessels. We found that they were issued by the resident engineer or storekeeper to the mates and engineers of the packets, no demand being made for stores of ordinary consumption; but we were informed that the mates and engineers of the packets kept pass-books, in which every article supplied from the dock-yard for their respective vessels was inserted, and that their pass-books formed a check upon the issues of the resident engineer and storekeeper, as the quarterly returns made by the commanders were extracted from them. Mr. Goddard states that, in examining the storekeeper's accounts of the uses to which stores issued have been applied, he compares them to see if they "agree essentially with the quarterly returns made by the commanders, of all stores received on board the packets which they command, and, when applicable, with the monthly returns by the ship engineers of stores received for the use of this department."

App. to 22d Report of Com. of Rev. Inq. p. 292.

We compared the accounts kept by the storekeeper of the stores issued to each packet during the present year, with the pass-books of the mates and engineers; and the six lists we have

No. 26.
Report of Captain Evans and Mr. Gardiner.

made out of stores charged to those vessels by the storekeeper, and not inserted in the pass books, will enable the Commissioners to judge of how far these accounts are to be depended upon. Stores to a considerable amount appear to have been issued to four colliers belonging to the Post-office during the same period. For these stores no receipt was given, nor any account of them kept, beyond the charge in the storekeeper's day-book. In this day-book of the storekeeper appears an expenditure headed "Spared Stores," which are stores supplied by the storekeeper and resident engineer, without any direct authority from the Postmaster-General.

App. (E.) Nos. 80, 81, 82, 83, 84 & 85. Ibid. 60. Ibid. 22. Ibid.

The agent justifies himself in permitting these sales by stating, that he has an implied understanding with Mr. G. H. Freeling sanctioning them, and that a regular account of such sales is transmitted quarterly to the General Post-office. Had Mr. Freeling ordered the agent to specify in this account, as is done in the day-book, to whom the "spared stores" had been sold, he would have perceived that officers or workmen in the dock-yard were frequently purchasers, a circumstance that might have induced him to put an immediate stop to these sales, and removed the impression, which it seems has been entertained, that stores were only disposed of to vessels arriving at Holyhead in distress. Although the "spared stores" sold and accounted for to the General Post-office are trifling in amount, the system gave a facility for fraud and peculation, which we have reason to believe, from several cases which we have investigated, and from the report made by Mr. M'Knight to the Postmaster-General, may have been carried to a very great extent. It is only surprising that, after it had become a matter of public notoriety and complaint on the part of the inhabitants of the town, the storekeeper and resident engineer should not have been prevented from selling stores, or appropriating them to their own purposes. As Mr. Freeling himself examines all the agents' accounts, it is extraordinary that he did not perceive there was no return made to the General Post-office of the receipt and expenditure of boiler-plate, or the materials for the construction of boilers, in the accounts of an establishment, the principal object of which is for the manufacture of boilers. The quality of the stores has been represented as very inferior, particularly the oil and tallow supplied for the engine-room, which is said to be often unfit for use, and offensive and disagreeable to passengers. On inquiring why the commanders had not made a representation of the bad quality of the stores, we found it was owing to the manner in which any suggestion of theirs is received by the heads of the department.

Ibid. 96. Ibid 86.

Ibid. 23, 34, and 37.

Ibid. 61, 68, 69, 73, 74, 75, 76, 77, 87, 116.

Ibid. 77 and 87.

This is noticed in a letter from Captain Davis; but a much more striking illustration will be found in the evidence of the late Captain Skinner, before a Committee of the House of Commons.

Ibid. 87. App. to Rep. of Select Com. on Post communication with Ireland, p. 60.

Captain Skinner at that time particularly mentioned the weakness of the vessel which he then commanded (one of the steamers built by Grahame of Harwich). He stated also that none of the packets were supplied with any code of signals; and that they had not the means of extinguishing a fire on board, which can be so easily obtained, and at a trifling expense, by merely attaching a branch pipe with a hose to the force-pump in the engine-room. Unfortunately none of Captain Skinner's suggestions were attended to. After both he and his mate had been washed overboard, they found it necessary to strengthen the "Escape." Up to this time, however, they have not been supplied with the ordinary means of extinguishing fire, although two of the vessels have been on fire and nearly destroyed.

App. (E.) No. 54.

The manner in which the labourers and artificers were paid their wages appeared to us particularly objectionable. All the people under the orders of the storekeeper, and who are engaged by him, he paid weekly, at a public-house of his own in the town, countenancing at the same time certain deductions or subscriptions from their wages to be expended in a particular shop in the purchase of clothes, &c. &c. The engineers, boiler-makers, and smiths were paid by their foreman at other alehouses; these foremen being the persons who kept the account of the labour which they paid for. There was no regular muster in the dock-yard of the workmen, and we have reason to suppose that many have frequently been charged as employed in the dock-yard when they were absent.

Ibid. 116.

Ibid. 117.

Ibid. 42, 116.

On making inquiry respecting a sale of nearly 12 tons of iron to one of the blacksmiths in June last, we found that he had been absent for several weeks in Scotland, although regularly entered in the engineer's books as employed in the yard. The contradictory statements of the storekeeper about the person to whom this iron was sold are worthy of attention.

Ibid. 47, 116.

Ibid. 33, 34.

The resident engineer did not, in our opinion, possess the qualifications necessary for his situation. The scientific work was all performed by two of the workmen under him. He has been permitted by the agent to make some important alterations in the engine of the packets, the nature of which Mr. Goddard, by his own statement, appears to have been utterly ignorant of, and there was no authority from the Post-office to permit these alterations. The change he made was by placing a double load on the valves, and altering the slides, so as to produce highly elastic steam on the expansive or high pressure principle, which would have been dangerous with old boilers. The storekeeper appeared totally unfit for his duty; but the frauds which we have investigated affecting both him and the resident engineer, makes it unnecessary for us to say more of these two officers, further than to express our conviction, that had there been any proper control exercised either by the agent or Mr. Freeling, they would have been both removed from their situations long before our arrival at Holyhead.

Ibid. 78, 79.

Ibid. 24.

Ibid. 71.

App. (H.) No. 24.

App. (E.) No. 28.

The Commissioners will observe the anxiety evinced by Mr. Goddard to disclaim all responsibility with respect to the receipts, issues, and quality and prices of the stores, and the accuracy of the accounts kept in the dock-yard. We cannot, however, imagine that it was intended to intrust the entire control of the store department to the storekeeper and resident engineer, when we refer to the evidence of Mr. Freeling and the minute specification of Mr. Goddard's duties in his letter to the Commissioners of Revenue Inquiry.

App. (H.) Ibid. Nos. 5, 8. App. to 22d Report of Com. of Revenue Inq., p. 292.

No. 27.

Report of Captain Evans and Mr. Gardiner.

App. (E.) No. 25. Ibid. 39, 42, 43, 116, 117. Ibid. 23. Ibid. 20, 21. Ibid. 42. Ibid. 26.

Mr. Goddard admits having sanctioned the sale of stores by the resident engineer and storekeeper to private individuals; he also says, that he permitted the resident engineer to work up articles in the dock-yard for his own emolument; to take smith's coals from the store and repay them in kind, without any account or check being kept of the quantity taken out, or returned into store. Mr. Goddard was also not only aware that the resident engineer and storekeeper were both engaged in trade, but has employed the vessels belonging to Mr. Johnstone, for the conveyance of Post-office stores from Liverpool, to the entire exclusion of the other vessels trading between Holyhead and Liverpool, the owners of which had offered to convey the stores for a much less freight than was charged by Johnston, the resident engineer. The person employed as gatekeeper of the dock-yard, and who had to examine the passes, we found, could neither read nor write English. After our arrival at Holyhead, Mr. Goddard became aware, for the first time, that this gatekeeper had a key of the dock-yard, and that one of the labourers had a key of the coal-store.

When we have the honour of laying before the Commissioners the information which we have collected at the different stations, it will be necessary to call the attention more particularly to the manner in which the packet establishments have been managed by Mr. Freeling. From the opportunity afforded him, not only by the examinations of the accounts in London, but by his personal inspection of the stations, it appears extraordinary that the malpractices which have been permitted to exist should have escaped his attention so long.

We now beg to submit to the Commissioners the urgent necessity which, in our opinion, exists for taking immediate steps to place the control of this station in the hands of some trustworthy and experienced naval officer, who, with the assistance of Mr. M'Knight, may take the entire charge of the establishment until the Commissioners have made their general report on the packet establishments, and some final decision has been come to by the Lords of the Treasury, as to the footing upon which this important branch of the Post-office establishment is to be permanently placed.

GEORGE EVANS.
J. R. GARDINER.

No. 28.

No. 28.

Treasury Minute, Jan. 19, 1836.

Copy of Treasury Minute of 19*th January* 1836, *upon the foregoing Report.*

Read letter from the Commissioners of Post-office Inquiry, dated 16th inst., transmitting a special report from Captain Evans and Mr. Gardiner on the subject of the establishment of the post-office at Holyhead for the steam-packet service, together with the evidence on which it is founded, and recommending the dismissal of Mr. Roberts, the storekeeper, and Mr. Johnstone, the resident engineer, from the public service; and that a more efficient and trustworthy person should be appointed agent to the packet establishment there, in the room of Mr. Goddard.

Write to the Postmaster-General, and transmit to him the several reports and papers. Inform him that upon a full consideration of the report and evidence, my Lords concur entirely with the Commissioners respecting the conduct of the storekeeper and engineer, and consider it their imperative duty to direct that they be forthwith dismissed from the public service. Express to the Postmaster-General the desire of my Lords that he will take the necessary measures to carry these directions of my Lords into effect without delay.

With respect to Mr. Goddard, my Lords understand that he has already tendered his resignation, and that such resignation has been accepted. However much my Lords would object, as a general course, that any public servant should be permitted to resign while an inquiry upon his conduct is pending, my Lords, in the present case, do not regret Mr. Goddard's retirement. His neglect and misconduct rendered it impossible that he should continue in his situation; but my Lords are glad to have it in their power thus to mark the distinction between the case of this gentleman and that of the other two officers who have been guilty of misconduct of a still more serious character.

State further to the Postmaster-General that, taking into consideration the circumstances which have come to light, and the inquiry now in progress, my Lords are of opinion that it is absolutely necessary that proper persons acquainted with the course pursued in the naval service should be appointed to fill the situations of agent and engineer. That my Lords will communicate with the Lords of the Admiralty for the purpose of obtaining from their Lordships parties adapted to the service, and will, upon receiving the recommendation of the Board of Admiralty, furnish, without delay, the names of the individuals to the Postmaster-General, in order that he may take the necessary measures for their appointment.

My Lords wish distinctly to be understood that such arrangements must be only considered as temporary, and dependent upon the result of the inquiry which is now in progress. But, in the mean time, they consider it necessary that the most rigorous exertions should be immediately used to put an end to the peculation which my Lords have too much reason to fear has prevailed in the yard at Holyhead to a considerable extent. In furtherance of this object, my Lords consider that the gatekeeper, Owen Thomas, should be immediately removed, and any other party in the yard who may be found to have been guilty of peculation should be at once dismissed; and my Lords rely upon the zeal and firmness of the Postmaster-General to invest the officers who may be selected to perform the duty, together with Mr. M'Knight, with ample powers to investigate and put an end to a system which appears to my Lords a disgrace to the public service.

My Lords reserve any opinion upon the general question respecting these packet establish-

No. 28.

Treasury Minute, 19th Jan. 1836.

ments until they shall have received the report of the Commissioners on that point, but in the mean time, feel it their duty to call the attention of the Postmaster-General to the whole of the papers transmitted to him, and to express their readiness to receive any explanation or communication which he may be desirous to submit to them.

No. 29.

No. 29.

Letter from Mr. Freeling. 13th March 1836.

Letter from Mr. Freeling to the Postmaster-General.

Paris, 13th March 1836.

My Lord,—It has not been without some hesitation that I have decided upon addressing your Lordship with reference to the report upon the Holyhead station, made to the Commissioners of Post-office Inquiry by Captain Evans and Mr. Gardiner, dated 6th January last, as I feel assured that the Lords of the Treasury have too strong a sense of the most ordinary principles of justice to consider me as in any degree answerable for frauds or irregularities committed at a distant packet station, in charge of a responsible officer on the spot, simply because the performance of this, one of the numerous branches of the Post-office service, happens to fall within my general superintendence in London. With equal propriety a secretary of the Admiralty might be deemed accountable for any irregularities in the dock-yard at Plymouth.

There is, however, such a laboured attempt throughout that report to attach some degree of blame to me, personally, that, coupled as it is with the periodical statements in a newspaper, proceeding evidently *from authority* of some sort or other, tending to identify me with what has occurred at Holyhead (a coincidence far too peculiar to be accidental) that I must entreat your Lordship's permission to offer some observations on the subject. Your Lordship will be good enough to understand that it is far from my intention to palliate the malpractices or irregularities that have taken place at Holyhead, whether confined to the small amount that has been proved, or carried to the greater extent that has been anticipated; my object is simply to place in its proper light what I humbly conceive to be a most unfair and uncalled for attack upon me by Captain Evans and Mr. Gardiner.

It is stated that, not being acquainted with nautical matters, I have exercised a general control over the packet establishment: this is correct. On the first introduction of steam packets, there was not any quarter to which the Post-office could turn for the advantages to be derived from experience; the system was wholly novel; the Post-office had to feel its own way. Every step connected with the employment of steam vessels upon the various packet stations successively, and their building and outfit, was taken with the full concurrence and approbation of the Government from time to time; the detail rested naturally with the Post-office, and, from my situation in the department, the general superintendence of the new system devolved upon me, as many other things have done, simply because there was no other person in whose hands they could be placed. The management of the packet service was by no means an object to be coveted by me. I received no increased pay for the additional labour that was thrown upon me; the patronage was wholly with the Postmaster-General and the Government; not one of all the officers has been appointed through any interest of mine, nor has any tradesman been employed through any favour or affection on my part. I might state that to the Post-office alone belongs the merit of having first shown that steam packets could make the passage of the Irish Channel all the year round, and could go to sea when no other description of vessel could get out. I might appeal, also, to the manner in which the steam packet service of the Post-office is performed—to the precision and certainty with which the numerous daily communications with Ireland are maintained, and to the security and efficiency of the packets under all their manifest disadvantages of fixed hours of despatch under all circumstances of tides and weather, compared with the best of the private vessels, as proof that it has worked well and most advantageously for the public. My task, however, is self-defence. Holyhead being the steam-packet station the first established, and forming the main link in the communication between England and Ireland, the then Postmaster-General felt it of so much importance to secure the personal superintendence of an agent in all respects calculated to maintain the efficiency of the service, that he wholly abandoned all idea of patronage in the appointment, and selected Captain Goddard for the purpose.

His qualifications were of the highest order; he had been the senior captain upon the station, and no man could be better acquainted with the Irish Channel; he was a thorough seaman, and in other respects of superior abilities and acquirements; his position in the county for which he was an active magistrate, was a guarantee, if any could be required, for his integrity and respectability; his long and faithful service, unblemished character as an officer and a gentleman, and his undoubted ability, all tended to designate him as the individual the best qualified for the duty. Lord Chichester accordingly appointed him agent at Holyhead unsolicited, and, by so doing, saved, in addition, the charge upon the Revenue for Captain Goddard's retirement allowance, of which he was in the receipt on the abolition of the sailing packets. At this period there were two steam-packets only, and the depôt of stores consisted of a small building, containing a few duplicates of those parts of the machinery the most exposed to wear, a small quantity of oil, and tallow, and coals, the stock being in proportion to the number of vessels employed. As Holyhead did not possess the means of meeting the demands for the most ordinary contingencies, it was soon found that a gang of workmen from one of the engineering establishments was constantly necessary; and, independent of the great expense of such a course, the delay in procuring every article, however trifling, either from Liverpool or Birmingham, added considerably to the cost, and occasioned much interruption and injury to the public service; so far was the Post-office from desiring to set up any works of its own, that engineers were requested to set up a branch of their establishment at

No. 29.
Letter from Mr. Freeling.

Holyhead, but in vain. A ship-builder was induced to form a small yard, but it was abandoned from the want of business. The Post-office being thus thrown upon its own resources, Captain Goddard, with the full concurrence and approbation of the Postmaster-General, gradually enlarged the establishment on shore in proportion to the wants of the service, until it assumed its present shape; and as it was necessary to have a corps of artisans on the spot for the immediate repair of any casualty to the machinery, especially the boilers, in order to prevent the detention of the mails and passengers, he employed them, when not otherwise engaged, in manufacturing new boilers, to which business most of them had been brought up: these new boilers cost little more than half as much as those supplied by the manufacturers, and lasted at least as long; and the best proof that the plan was good is to be found in the fact that the principal steam companies, who are sufficiently alive to their own interests, have adopted the course pursued by the Post-office.

Such are the circumstances attending the appointment of Captain Goddard, and the formation of the establishment at Holyhead. He was the responsible professional officer of the Postmaster-General at the station, for the purpose of comptrolling and superintending the performance of the public service, and the means for carrying it on; and I cannot do better than refer to the extract from my evidence before the Commissioners, which Captain Evans and Mr. Gardiner have had the fairness to quote,—an evidence, be it recollected, given before there was the slightest suspicion that anything wrong was going on at Holyhead.

But I beg leave to ask broadly, whether it is possible that *any person*, whether conversant with nautical affairs or not, could have checked in London an account of the expenditure of stores at Holyhead, for the maintenance and repair of the steam-packets? If the responsibility could attach to *any officer* in London, where was the use of an agent at all at Holyhead? If the duty consisted merely in reporting the arrival and departure of the packets, the postmaster would have been sufficient. It is only upon the spot that anything like a check can be maintained; and even then it must only be superficial, unless the agent should, in person, superintend the application of every sheet of boiler-plate, and every pound of tallow, or store of other description issued. The accounts of the receipt and expenditure of stores were transmitted every month to London, signed by the storekeeper, and certified by the agent, the Postmaster-General's officer on the spot, upon his responsibility, to be correct. But perhaps the meaning of Captain Evans and Mr. Gardiner may be, that the whole system was wrong, and that the packets being under my "general control," I ought to have placed it on a different footing.

These gentlemen, however, must be ignorant that there is such a person as the Postmaster-General; and their censure, though levelled at me, applies more properly to my superior officers for permitting the continuance of a system, of the existence of which, with all its real or alleged defects, they must have been thoroughly conversant; for I presume they will scarcely pretend to say that the office is a sinecure; and your Lordship and your predecessors can best inform the Lords of the Treasury whether anything relating to the packet service, is, or can be, done without your knowledge, concurrence, and approbation. But the Postmaster-General is no more to blame in this respect than his subordinate officer. As far as regards myself, I have already shown that the "general control" of the packets was not of my seeking. I should most thankfully have been relieved from it, and have for years anxiously looked forward to the time, when, even if it did not occur to the Postmaster-General, I might with propriety request that the superintendence of the packets might be placed in other hands, from the moral and physical impossibility of any one person continuing to perform the duties that have devolved on the assistant secretary. That time, however, had not yet arrived. Ever since 1821, now 15 years, the Post-office has been, with scarcely any interval, subject to the continued investigations of Commissions of Inquiry (a proof, I may observe, that the arrangement of its complicated details is not quite so easy a matter as some persons have imagined); not to mention the occasional intervention of Committees of Parliament; and during the greater portion of this time, it has been an open question with the Government, whether, in the progress of steam navigation, the packets ought to continue the property of the Crown, or whether the service should be performed by contract. This question between contract and establishment has never yet been settled; and it would have been premature and improper in the Postmaster-General to have made any new appointment of inspector of packets, or any new arrangement of a branch of the service which might, in a few weeks or or months have been abolished, pending the long and constantly expected decision of the Government. Captain Evans and Mr. Gardiner could scarcely have been unacquainted with this fact; and it might perhaps have been expected, that in fairness they should have adverted to it in their strictures upon me for exercising a general control over the packet service, not being acquainted with nautical affairs.

As for the course of proceedings in the mean time, the existing arrangement afforded the necessary provision for the exigencies of the service. Captain Goddard was responsible for the immediate control upon the storekeeper and resident engineer, and they, in their turn, formed the check upon any misapplication of the agent; the principle of check, therefore, was complete and satisfactory, if acted upon, pending the decision of the Government as to the continuance of the establishment at Holyhead, subject always to the possibility of inattention and collusion, from which no system, in a greater or less degree, can be exempt.

It cannot be necessary for me to enter into any detailed explanation as to the "spared stores." The Postmaster-General, in the knowledge that there were no private establishments at Holyhead from which stores might be procured by any vessel in need of them, had readily consented to spare what might be required, on payment of the cost and charges: it would have formed matter of just complaint against the department, if this accommodation had been withheld. A statement of the quantity and value accompanied the agent's accounts,

No. 29.

Letter from Mr. Freeling.

and the Accountant-General took care that the proceeds were brought to account: they were so very trifling, a few pounds only in the course of each quarter, and the items appeared to come so completely within the spirit of the Postmaster-General's views, that no question was necessary, even if there had not been any agent at Holyhead. It appears that Captain Goddard did order the practice to be discontinued as soon as there was a complaint that it was carried to too great an extent; and I am not aware that the Postmaster-General himself could have done more.

It is deeply to be regretted that your Lordship's application, supported as it was by the wishes of the Commissioners of Inquiry, that one of the professional Lords of the Admiralty should be joined to the Commission in the investigation of the packet service, could not be complied with. The professional character and experience, the responsibility and impartiality of such an officer, would have been alike satisfactory to the Government, the Postmaster-General, and the public, and his opinions would have been entitled to a degree of weight and confidence which cannot attach to the mode in which the Inquiry has been conducted. His professional knowledge would have qualified him for the task; he would have ventured to do justice, and whilst he would have condemned what was wrong, and have pointed out what might be better done, he would not have hesitated to bear testimony to the endeavour, at least, to do what was right. The Inquiry, however, has been delegated to two individuals—the one, a gentleman studying the law, who must be at least as unacquainted with nautical affairs as myself; and the other, a junior commander in the navy, a candidate for promotion, who was recommended to the Commissioners of Inquiry from the Admiralty, because he happened to have been in the command of a steam vessel at Jamaica, which was employed chiefly as a tender, for the conveyance of officers and troops from one part of the island to another—a duty which could not afford him the opportunity of seeing as much real steam service in the whole course of his employment as the commander of one of the Post-office steam packets would encounter in the course of three months; and yet upon this very shallow qualification he does not hesitate, in conjunction with his associate, to set up his opinion in opposition to that of the first engineers of the day—to treat with contempt officers of longer standing, and infinitely greater experience and professional knowledge than himself, and to condemn a public department by wholesale.

Captain Evans and Mr. Gardiner have fallen into an error, too frequent amongst subordinates to whom an investigation has been entrusted: they conceive that the object of all inquiry must be crimination, and that the value of their services must be in the precise ratio in which they can contrive to find fault; they must have the *satisfaction* of meeting with rebels. This feeling perhaps may not be surprising, recollecting the professional course of education of one of the parties; but it was scarcely to have been expected that such a line would have been selected as the road to employment, or promotion, by an officer in His Majesty's navy.

I proceed, with very sincere reluctance, to that part of the report relative to the late Captain Skinner. Your Lordship and the Lords of the Treasury may not improbably have already asked yourselves the question, what his death can possibly have to do with the quality of the stores at Holyhead, or their misapplication? I believe that satisfactory evidence has already been tendered to the Commissioners, or the Lords of the Treasury, to disprove the assertion of their inferior quality: this, however, is comparatively a secondary consideration. The object of Captain Evans and Mr. Gardiner is evidently to convey the impression that the death of Captain Skinner and his mate is to be laid to the charge of the Post-office, because, "unfortunately, none of Captain Skinner's suggestions were attended to." But what are the facts? They were swept off the deck by a heavy sea breaking on board, Captain Skinner being less able to protect or secure himself from having but one arm, and the mate shared his fate in endeavouring to save him. Captain Evans, as a seaman, should not have been ignorant that this could have nothing to do with the strength or weakness of the vessel, but was the act of God. He might as well contend that the loss of Captain Birney and several of his crew, who a few months since were washed off the deck of the Admiralty packet, the "Star," was through the mismanagement of that Board. So gross a charge ought not to have been made without some inquiry and consideration; and if Captain Evans and Mr. Gardiner had made themselves acquainted with the facts, as it was their duty to have done, they might have learnt that this weak vessel, the "Escape," when under the command of Captain Skinner, was run upon the rocks in Holyhead Bay, where she lay for several hours not waterborne; and notwithstanding all the weight of her machinery, was found, upon examination, not to have strained in the slightest degree. I content myself with saying, that this part in particular of the report of Captain Evans and Mr. Gardiner is by no means creditable to them. It is, however, valuable, as shewing what degree of weight is to be attached to their statements, and to their impartiality, from this evident attempt to distort anything to the prejudice of the Post-office, even to the extent of loss of life.

The next charge is, that the resident engineer did not possess the qualifications necessary for his situation; that he had loaded the valves, which would have been dangerous with old boilers; that the storekeeper was totally unfit for his duty; and that if any proper control had been exercised, either by the agent or myself, they would have been both long since removed from their situations. The answer to all this is very simple: Johnstone, the resident engineer, whatever he may have proved himself in other respects latterly, is a man whose professional knowledge is now questioned for the first time, on the authority of Captain Evans and Mr. Gardiner. He was regularly bred a mechanic under Mr. Napier of Glasgow, who has the highest opinion of his ability; he was recommended to the Post-office by Messrs. Bolton and Watt, and during a service of many years he has shown that he was thoroughly acquainted with the principle of the steam-engine, and at the same time a complete practical engineer.

No. 29.

Letter from Mr. Freeling.

The alteration in the valves was made with the approbation of Messrs. Bolton and Watt, whose opinion on such matters will doubtless be considered as satisfactory as that of Captain Evans and Mr. Gardiner; but, be this as it may, I have only to refer to the plain fact, that with ten passages every day across the Irish Channel, performed by the Post-office packets, at all seasons and under all circumstances, for so many years in succession, there has never been any accident or danger from this alleged "high pressure" upon the valves of the boiler. With regard to the storekeeper, I am not in the recollection that there was ever a single complaint of neglect or irregularity against him during the many years he held the situation which was the best proof that he conducted himself to the satisfaction of his responsible superior officer upon the spot; and I must own that I do not see upon what grounds, under these circumstances, I could have been justified in proposing to the Postmaster-General to remove these persons from their situations.

The last charge preferred against me is, that from the opportunities afforded by my examination of the accounts in London, and by my personal inspection of the stations, it appears extraordinary that the malpractices which have been permitted to exist, should have escaped my attention so long. As I have already shown the utter impossibility of any person in London checking the accounts of the issue and application of stores supplied to the packets on a station nearly 300 miles distant, the last portion of the preceding paragraph is all that can be necessary to notice. I have elsewhere stated that the stores at Holyhead originally consisted of a small building for the deposit of a little oil and tallow for present use, duplicates of machinery, and the necessary quantity of coals; and that the works have gradually assumed their present shape under the hand of Captain Goddard.

It so happens, unfortunately for the justice and impartiality of this attempt to convict me of neglect of duty, that since the erection of the works, and the formation of the establishment, I have never been at Holyhead on the public service. I was there once only upon leave of absence on my route elsewhere, and availed myself of a detention occasioned by bad weather, to go through the works, which I then saw casually for the first time, and without the opportunity, even if I had had the desire, to examine, much less to investigate, the forms of account and the checks upon the receipt and issue and expenditure of the stores. Captain Evans and Mr. Gardiner might easily have learnt this by one single question;—at all events, it was their duty to have satisfied themselves as to the fact, before they ventured to attach blame to any one upon such a foundation.

I regret that I have been compelled to trouble your Lordship at so great length, and that in defending myself against a most unmerited and unfair attack, and pointed attempt at injury, I have been under the necessity of showing that the Report of Captain Evans and Mr. Gardiner is not characterised by that accuracy, impartiality, and judgment, which alone could entitle their opinions to any degree of weight or respect, and prove satisfactory to the Commissioners or the public. Captain Evans, as a seaman by profession, should have known better than to put his name to such a report: and Mr. Gardiner ought to have hesitated, as he could know little or nothing about the matter. The various Postmasters-General, under whom I have had the honour to serve now for nearly 30 years, can best bear testimony whether I have ever flinched from my duty, or shown any disposition to neglect it; and to them I fearlessly appeal for my official character. As to the management of the packet service, generally, if there has been anything wrong, the Postmasters-General must be parties to it; for, as your Lordship well knows, I have done nothing but with the full concurrence and approbation of my immediate superior officers. Why, then, am I to be singled out as the object of attack by Captain Evans and Mr. Gardiner, in the plenitude of their delegated authority and irresponsible powers? The Lords of the Treasury and the Commissioners of Inquiry are too just to attach any censure to me on account of malpractices of inferior officers at an outport (which certainly have been made the most of), because Captain Goddard, the responsible agent on the spot, either through impaired personal activity after nearly 50 years of *good and faithful service*, or borne down by the pressure of a domestic affliction of far more than ordinary severity, may, within the last year or two, have been unequal to his former habits of active control, and have reposed too much confidence in a quarter in which it has, unfortunately, been abused.

I have the honour to be, my Lord,
Your faithful and obedient servant,
(Signed) G. H. Freeling.

No. 30.

No. 30.

Letter of Captain Evans to Lord Duncannon, in reply to Mr. Freeling's Letter.

My Lord,—Having read a letter from Mr. Freeling to the Postmaster-General, dated Paris, March 13, 1836, animadverting on the special report which Mr. Gardiner and I were ordered to make by the Commissioners upon the evidence taken at Holyhead and transmitted by us to the Commissioners, I deem it my duty to call your Lordship's attention to those parts of Mr. Freeling's letter which charge me with the improper performance of my duty.

As in framing the report in question, we confined ourselves to evidence impartially taken, and as the representations which were then made to the Commissioners were directed against the system of management of the packet department at Holyhead, and were not conceived in the spirit of hostility to any individual, his character, or interests, so in now noticing Mr. Freeling's letter, I shall scrupulously confine myself to such a plain statement as must satisfy your Lordship that my report was the only one, which, as an officer in His Majesty's service, I could make consistently with the facts that were before me.

When I had the honour of being selected by the Admiralty to assist your Lordship, Mr.

No. 30.

Letter of Captain Evans, in reply to Mr. Freeling's Letter.

Freeling was pleased to inform the Commissioners that I was a particular friend of his, which I admit to be true, and I can conscientiously add, that I never entertained the slightest personal feeling against him, or any other individual whose name was mentioned in that report; and although Mr. Freeling now seeks to injure me in the most tender point,—namely, my professional character,—by denying my competency, I shall only observe that, whilst I am honoured with the good opinion of my professional superiors, and of my brother officers, the remarks of that gentleman on such a subject will not move me from the dispassionate discharge of my duty to the Commissioners and the public, nor induce me to follow the example of Mr. Freeling, who, in disclaiming all responsibility himself, renders it impossible, after the statement of Mr. Goddard, for your Lordship to find who is responsible to the public.

It seems strange, however, that Mr. Freeling, who states that the commanders of the Post-office packets "possess infinitely greater experience and professional knowledge than I do," should never have attended to any of their suggestions, as shewn in their evidence, whether taken by us, or upon former inquiries.

From this inattention to the suggestions of experienced and efficient officers, the absence of a professional control in London, and the entire reliance placed on the agents, who, in some instances, were civilians, have sprung the whole of the irregularities which I observed in the maritime branch of the Post-office. This evil had grown to such magnitude, as your Lordship will perceive from Captain Duncan's case, and much more forcibly in the statement of that highly meritorious and intelligent officer, Captain Davis, of the "Gulnare," that the captains were afraid to report, or even take official notice of anything that might occur to them for the benefit of the service. Both Mr. Gardiner and I found it absolutely necessary to allude to this circumstance in our Special Report on Holyhead.

The case of the "Escape" was mentioned, not from the motives imputed by Mr. Freeling, but to shew how little attention was paid even to the *senior* and most experienced officer in the service of the Post-office,—namely, the late deeply lamented Captain Skinner.

A reference to that excellent officer's evidence before a Committee of the House of Commons on Post Communication with Ireland in 1832, will prove this fact, and likewise shew that it was the weakness of the upper works and not of the bottom of the "Escape" that he complained; these are his words, confirmed by the evidence of the carpenter: "The bottom of the vessel appears very firm, and very well put together as far as the floor heads; the cabin-deck is not fastened at all; there is no shelf-piece for the beams, or anything to lodge them upon; they lodge upon the side; they are just fixed to the sides, and there is a spike on each end, and I believe that is all, and the forecastle-deck is exactly the same." And again, he says, as a proof of the weakness of the "Escape's" upper works, "My vessel was struck by a sea about two years ago, the deck was absolutely lifted or parted from the side forward, so that the water rushed down in torrents; all the beds were wet; my cabin and the mate's were filled; this would not have been the case if she had been properly fastened." He also states, that after the above accident, three iron knees were put into the vessel *forward* to secure the deck to the sides, and that three or four of the *foremost* stanchions that were carried away when the anchor was washed in board had been replaced by stronger ones. It was the *after* bulwark and stanchions that were carried away when Captain Skinner and his mate were washed overboard, and the evidence of John Griffith, who was carpenter on board of the "Escape" at that time, and who now fills the situation of foreman of the shipwrights at Holyhead, will shew not only that the "Escape" was considerably strengthened after Captain Skinner's loss, but also disprove the assertion of Mr. Freeling, that I had not made any inquiry on the subject. The admitted firmness of the "Escape's" bottom will naturally account for her not straining much when run on the rocks in Holyhead Bay, whilst, on the other hand, the unfortunate weakness of her upper works, particularly *abaft*, where they had *not* been strengthened, may account for their being washed away, when the sea struck her upon the melancholy occasion of Captain Skinner's loss.

Mr. Freeling states, that no complaints were made of Mr. Roberts the storekeeper before my arrival at Holyhead, and that he could not have recommended the dismissal of that officer. Captain Skinner, in page 59 of his evidence, states, that "Mr. Roberts the storekeeper, who *superintended* the repairs of the hulls of the vessels, was only a common seaman, without any knowledge of a shipwright's work, and therefore incompetent to perform the duty imposed on him." Mr. Goddard the agent acknowledges that Mr. Roberts the storekeeper was incapable of keeping accounts, and was allowed an efficient clerk in consequence; yet Mr. Roberts was suffered to remain at Holyhead, until Mr. Gardiner and I detected him in peculation.

Mr. Freeling observes, "Johnstone, the resident engineer, whatever he may have proved himself in other respects latterly, is a man whose professional knowledge is now questioned, for the first time, on the authority of Captain Evans," &c. On this head, likewise, the evidence of Captain Skinner is important; that officer stated, "that the packets were not supplied with the means of extinguishing fire, and that, although Captain Stephens had made an *official representation* in writing on that subject, no notice was taken of it." On my arrival at Holyhead, I not only found that there had not, up to that period, been any means adopted for extinguishing fire (except by scuttling the decks), but that even the coals were stowed against the boilers without any space between them; the boilers actually forming one side of the coal-boxes. To this highly dangerous and improper mode of fitting the steam vessels, and adopted by Mr. Johnstone, the resident engineer at Holyhead, are to be attributed the numerous accidents by fire which have occurred on board the Post-office packets, and particularly in the case of the "Aladdin," on the Milford station, which vessel has been twice nearly destroyed by fire within the last month, as stated in the letter of Captain William Evans, of the "Vixen," an officer who appears to have made steam navigation his peculiar

No. 30.

Letter of Captain Evans in reply to Mr. Freeling's Letter.

study, and who, I was happy to observe, had succeeded to an eminent degree. The attempted comparison between the situation of the "Escape" and "Star" packets, in the following extract from Mr. Freeling's letter, is, to put the best construction upon it, evidently suggested by a total ignorance of nautical affairs. Mr. Freeling states, "That I might as well contend that the loss of Captain Birney, and several of his crew, who a few months since were washed off the deck of the Admiralty packet, "Star," was through the mismanagement of that Board."

The "Escape" was perfectly under command, and after the accident occurred was instantly rounded to, steered back over the place where the sea struck her, and every endeavour made to save the unhappy sufferers, but in vain. The "Star," on the contrary, was thrown on her beam-ends, during a hurricane; her tops in the water, dead-lights stove in, her rudder-head split; the sea swept everything clear away from stem to stern-post; and when, after a lapse of three minutes, she righted, her masts and bowsprit were gone, and from five to six feet water in her hold. In reality, the question is not as to the similarity of the accidents, but whether the Board of Admiralty are answerable for neglecting representations *which were never made* to their Lordships by the Commander of the "Star," or any other person, as to the weakness of that vessel, in the same degree as the superintending authorities of the Post-office packet establishment are responsible for not instantly causing to be made good those defects complained of in Captain Skinner's evidence with respect to his vessel, the "Escape."

I can assure you, my Lord, that in thus troubling your Lordship with these details, I have been influenced solely by an anxiety to show that the Report, even in its most minute particulars, was founded on evidence and upon observations of the actual circumstances; and that, as in what I have before done I had no personal feeling against Mr. Freeling, so in now answering his attack, I have no other motive than that of vindicating myself in the eyes of your Lordship and the public. I have the honour to be, my Lord,

Your Lordships' most obedient Servant,

GEORGE EVANS, Commander R.N.

No. 31.

No. 31.

Mr. Gardiner's Letter to Visct. Duncannon, in reply to Mr. Freeling's Obsevations.

Office of Woods, 19th May 1836.

MY LORD,—I have read with regret a letter addressed by Mr. Freeling to the Postmaster-General, in vindication, as he says, of his own conduct, but written, as it would appear, with the intention of invalidating the report submitted by Captain Evans and myself to the Commissioners of Post-office Inquiry. Captain Evans has made a reply to those observations of Mr. Freeling, which more immediately affect his professional character and conduct; and I should have been glad, with your Lordship's permission, to have had an opportunity of showing, by reference, in detail, to the evidence and other documents collected in the course of the Inquiry, that the report was fully borne out by the facts which were disclosed. In deference, however, to the opinion of your Lordship, and the assurance on the part of the Commissioners that Mr. Freeling's letter, and the other statements received from Holyhead, do not, in their opinion, invalidate the accuracy of the report in question, I forbear from trespassing at any length upon your Lordship's attention.

I should not, under any circumstances, have thought it necessary to notice the offensive and personal allusions of Mr. Freeling, being satisfied that my conduct, since I had the honour of being appointed to this most arduous and important inquiry, will bear the strictest scrutiny, and cannot be affected by the unjust and uncalled for aspersions which are attempted to be thrown upon it.

Mr. Freeling has taken exception to the terms in which he is mentioned in connexion with the management of the packet department, and assumes that we have unfairly represented him as having the control of that establishment. In reporting to your Lordship the state of the establishment at Holyhead, and in suggesting to the Commissioners the necessity which appeared to exist for placing it, at once, under some efficient superintendence, I confess it appeared to me necessary to show with whom the actual control might be presumed to exist, more especially as the agent on the spot disclaimed for himself all responsibility. On referring to the evidence in the hands of the Commissioners, I found it stated by Mr. Freeling and Mr. Lawrence, that the packet service was particularly under Mr. Freeling's superintendence, and had been almost since his first introduction to office; that he examined all the packet accounts, going through every item of them himself, and that these accounts were not supposed to be examined by the Postmaster-General, who invariably authorised the making out the warrant for payment as it passed to him from the Secretary's office.

Mr. Goddard, App. (E.) No. 28. Mr. Freeling, 22d Report of Commissioners of Revenue Inquiry, pp. 606 and 620. Mr. Lawrence, App. to 18th Report of Revenue Commissioners, p. 402.

It further appeared that Mr. Freeling was not only in the habit of examining the accounts in London, but had frequently visited the packet stations*; and the nature of the duties which

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* I had not at the time any account of Mr. Freeling's travelling charges subsequent to 1827, but was aware of his visits to the stations, and found, between 1821 and 1828, the following charges:—

	£.	s.	d.
"George H. Freeling—Coach and chaise-hire from London to Holyhead, Glasgow, and back, in 1821	120	0	0
"Ditto, ditto, to and from Holyhead, in January and February 1822	48	0	0
"Ditto, ditto, travelling expenses, and ditto on an official mission to Dover, in 1822	46	11	0
"Ditto for his expenses at Falmouth, Milford, Waterford, and Dublin, and chaise-hire from Holyhead to London, in December 1822, and January 1823	78	0	0
"Ditto for chaise-hire and coach-hire to and from Falmouth, in 1823	18	10	0
"Ditto for travelling expenses, and chaise-hire to Ramsgate, Margate, Dover, and Harwich, on official business, in 1824	45	7	3
"Ditto to Liverpool, Holyhead, and Dublin, in 1824	69	0	2
"Ditto to Milford, in 1825	85	17	0
"Ditto twice to Holyhead, Liverpool, and Dublin, and once to Guernsey and Jersey, in 1827	168	2	0
[Extracted from 18th Report of the Revenue Commissioners. Appx. 27—29.]	£679	7	5

No. 31.

Mr. Gardiner's Letter to Visct. Duncannon, in reply to Mr. Freeling's observations.

he performed may be inferred from a declaration of his own, that on the appointment of a new agent at Liverpool, who was not quite ready at the duty, he went down there to put him to-rights in a variety of small details in which he required instruction.

Mr. Freeling, in his letter, insinuates that I have been guilty of misrepresentation in stating that he personally visited the packet stations. The following is the paragraph to which he so strongly objects:—

Report of Capt. Evans and Mr. Gardiner, App. (H.) p. 293.

"From the opportunity afforded Mr. Freeling, not only by the examination of the accounts in London, but by his personal inspection of the stations, it appears extraordinary that the malpractices which have been permitted to exist should have escaped his attention so long."

I had come, my Lord, to the conclusion, that Mr. Freeling personally inspected the packet establishments from observing in the Post-office incident bills, frequent charges made for his travelling expenses to the different stations. My only object, however, for introducing Mr. Freeling's name was, to show what a remarkable absence of proper control existed, and to prove the necessity of making some temporary provision for the more efficient superintendence of that branch of the service.

In the first letter I addressed to your Lordship after my arrival at Holyhead, I mentioned that a system was prevalent there of selling stores from the dock-yard, and permitting work to be done for the emolument of the officers, which seemed to afford great facility for the commission of frauds, and which was at variance with the regulations of every other Government department. It appeared that this practice of selling stores had been going on for the last twelve years*; and, on the examination of the agent, he admitted that he had no direct authority from the Postmaster-General or the Post-office, but added that he had *an understanding with Mr. Freeling which he considered justified him in issuing these supplies to private individuals.*

Mr. Goddard, App. (E.) No. 22.

Coupling the facts of Mr. Freeling having frequently visited the Holyhead station, with this statement of Mr. Goddard, I did consider it most extraordinary that the sale of Government stores by officers of the dock-yard, and the direct personal interest which one or more of them had in the supply of these stores, should have been permitted.

Under the peculiar circumstances of Mr. Goddard's case, I decline making any observations upon the two letters which he has addressed to Mr. Freeling subsequent to the Treasury Minute of the 19th of January last.

I have the honour to be, my Lord,
Your obedient and faithful Servant,
J. R. GARDINER.

The Viscount Duncannon,
&c. &c. &c.

No. 32.

No. 32.

Contract for conveying the Mails between London, Hamburg, and Rotterdam, by Steam Boats.

THIS INDENTURE, made the twenty-ninth day of November, in the year of our Lord one thousand eight hundred and thirty-four, between the Most Noble Francis Nathaniel, Marquis of Conyngham, His Majesty's Postmaster-General, of the one part, and the General Steam Navigation Company (incorporated under an Act passed in the fourth year of the reign of His Majesty, King William the Fourth, intituled "An Act to amend and enlarge the powers of an Act passed in the second year of the reign of His present Majesty, intituled an Act for granting certain powers to a company called the General Steam Navigation Company)" of the other part, witnesseth that in consideration of the covenants and agreements hereinafter contained on the part of the said Francis Nathaniel, Marquis of Conyngham, the said General Steam Navigation Company do hereby for themselves and their successors, covenant, promise, and agree with and to the said Francis Nathaniel, Marquis of Conyngham, his executors and administrators, in manner following: that is to say, that the said General Steam Navigation Company, and their successors, shall and will, for and during the term of twelve calendar months, to commence and be computed from the fifteenth day of December next, and for and during such further time as this present contract or agreement shall continue in force by virtue of the stipulation in that behalf hereinafter contained, faithfully and diligently convey, or cause to be faithfully and diligently conveyed His Majesty's mails or bags of letters from London to Hamburg, and from Hamburg to London, and from London to Rotterdam, and from Rotterdam to London, on such days in the week as the Postmaster-General for the time being may, from time to time, direct or appoint, not exceeding twice in each week from London to Hamburg, and twice in each week from Hamburg to London, and not exceeding twice in each week from London to Rotterdam, and twice in each week from Rotterdam to London, by means of good and substantial steam vessels, to be approved of by the Postmaster-General or his deputies or agents on his behalf, with engines of reputed 100-horse power at the least in each of the vessels employed between London and Hamburg, and of reputed 80-horse power at the least in each of the vessels employed between London and Rotterdam, with skilful and competent officers and engineers, and a sufficient crew of able seamen to be supplied and maintained in manner and under and subject to the regulations and agreements hereinafter mentioned and contained.

2. That it shall be lawful and competent for the Postmaster-General for the time being, or

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* From the accounts of the Storekeeper at Holyhead, it appeared that in the quarter ending October 1824, the quantity of stores thus sold and accounted for to the General Post-office was five times as great as in the same quarter in 1835.

No. 32.

Contract for conveying the Mails between London, Hamburg, and Rotterdam, by Steam-boats.

his deputies or agents on his behalf, to direct the said steam vessels on their passage to and from Hamburg, to land and receive bags of letters and despatches at the island of Heligoland and the port of Cuxhaven, and any other port or ports in the Elbe, and to direct the said steam vessels on their passage to and from Rotterdam to land and receive bags of letters and despatches at Helvoetsluys and any other port or ports in Holland; and that the said Company, or their successors, nor any of their officers, seamen, or servants shall not, nor will, on any account whatever, cause, or procure, or permit, or suffer, the said steam vessels respectively to be detained at any such intermediate ports longer than may be necessary to deliver and receive such bags of letters and despatches; nor shall the said Company or their successors, or any of their officers, seamen, or servants, on any account whatever, cause or procure, or permit, or suffer, the said steam-vessels, or any of them, to touch or stop at any intermediate port or place other than such as shall from time to time be directed and required by the Postmaster-General for the time being, his deputies or agents.

3. That if at any time by reason of the accumulation of ice it shall be impracticable for the said steam vessels to proceed to and from the port of Hamburg, or to and from the port of Rotterdam, then instead of such vessels conveying the said mails or bags of letters to and from Hamburg, the said vessels shall land and receive the mails and despatches at Cuxhaven or any other more convenient place in the Elbe, but if the said steam vessels cannot enter the Elbe, then at the island of Heligoland, and instead of such vessels conveying the said mails or bags of letters to and from Rotterdam, the said vessels shall land and receive the mails and dispatches at Katwych or Schevening in Holland, or such other ports or places as the Postmaster-General for the time being, his deputies or agents shall from time to time require, or (in the absence of any instructions from him or them) at the nearest port or place to Rotterdam which the vessels can reach.

4. That the said steam vessels respectively shall proceed, direct, on their respective voyages outwards and homewards, immediately after the mails and despatches shall be received on board, and shall not carry or convey in, upon, or about any such vessels so much freight or cargo as will impede the conveyance of the mails with due expedition; and further, that they, the said Company and their successors, and the officers, seamen, servants, and others in their service, or employed by them in or about any such steam-boats or vessels, shall and will at all times, on being thereunto requested by the said Postmaster-General, or his deputies or agents on his behalf, refuse to receive on board any such boats or vessels such freight or cargo as the said Postmaster-General, his deputies or agents shall consider excessive or likely to impede or hinder the conveyance of the mails with due expedition as aforesaid, and also shall and will on such request cause to be relanded any such freight or cargo if already received on board.

5. That a separate and secure cabin shall be allotted, in each and every of the said steam-vessels, for the deposit of the said mails and bags, and for the person who for the time being shall have the care and custody of the same, which person shall be nominated by the Postmaster-General, his deputy or agent, and shall have his passage free of all expense.

6. That all the costs and charges of providing the said steam-vessels, and the furniture and tackle thereof, and the fuel for the same, and of keeping the said vessels constantly seaworthy and in repair, and all the wages and salaries of the officers, engineers, seamen, and servants employed in or about the management of such vessels, and all sea and other risks, port charges, duties, pilotage, and every other expense whatsoever relative to the same, shall be wholly paid and borne by the said General Steam Navigation Company and their successors.

7. That the said General Steam Navigation Company and their successors, and all officers, seamen, servants, and other persons in their service, or employed by them in or about any such steam-boats or vessels as aforesaid, shall and will at all times, during the continuance of this present contract, observe, fulfil, and obey the directions, orders, and regulations of the Postmaster-General for the time being, and his deputies and agents in all matters and things relative to the times of sailing of such boats or vessels, and the places of calling or ultimate destination or starting of the same, and to the conveyance, landing, and receiving of the mails and despatches, and to the fitness and seaworthiness of any steam-boats or vessels so to be employed as aforesaid, and providing of others in the place of those that shall be declared by the Postmaster-General, his deputies or agents, not fit or appropriate for the service aforesaid, and also relative to the repairs of any boats or vessels so to be employed, and the conduct of the officers and men employed in the same, and the removal of any of them for misconduct, and also relative to the mode of receipt and delivery of the said mails and bags of letters at the ports and places aforesaid, and all other matters and things whatsoever having reference or relation to this present contract or agreement, and the several stipulations herein contained.

8. That in case any steam vessel to be employed for the purposes aforesaid shall, from any cause whatever, become disabled, or shall be blocked up by ice while on her passage, or while in any foreign port, then, and in any such case, the said General Steam Navigation Company and their successors shall and will forthwith, and without any delay whatever, engage, hire, or provide some other proper and sufficient steam vessel; or if there should not be any steam vessel in port, then, and in such case only, some other sufficient boat or vessel for the conveyance of the said mails and despatches: And this Indenture also witnesseth, that, in consideration of the covenants and agreements hereinbefore contained on the part of the said General Steam Navigation Company, he, the said Francis Nathaniel, Marquis of Conyngham, doth hereby, for himself, his heirs, executors, and administrators, covenant, promise, and agree, with and to the said General Steam Navigation Company, and their successors, in manner following: that is to say, that he, the said Francis Nathaniel, Marquis of Conyngham,

No. 32.

Contract for conveying the Mails between London, Hamburg, and Rotterdam, by Steam-boats.

or his successors, Postmaster-General for the time being, shall and will, during the continuance of this present contract or agreement, cause or procure to be paid unto the said General Steam Navigation Company and their successors, with and out of the revenue of the General Post-office, the clear yearly sum of £17,000 of lawful money of Great Britain, by four equal quarterly payments, the first quarterly payment thereof to be made on the 15th day of March next: And it is hereby mutually agreed and declared between and by the same parties to these presents, that these presents and the several covenants, stipulations, and agreements herein contained, shall remain and subsist in full force and virtue, and shall continue so to subsist until and unless one of the said contracting parties shall deliver, or cause to be delivered, unto the other of them, at or after the expiration of the said term of twelve calendar months, notice in writing of his or their desire to terminate the same; and from and immediately after the expiration of three calendar months from the date of any such notice this present contract, stipulation, or agreement shall absolutely cease and determine accordingly: And it is hereby also provided, agreed, and declared, that it shall not be lawful or competent to or for the said General Steam Navigation Company, or their successors, at any time or times during the continuance of this contract to give, grant, bargain, sell, assign, set, let, underlet, or otherwise part with or dispose of this present contract or undertaking, or the benefit, advantage, or profit thereof, or any part thereof, or of the several covenants, matters, and things herein contained, or any of them, to any person or persons whomsoever, for the whole or any part of the term or period hereinbefore mentioned, anything to the contrary thereof in any wise notwithstanding: And it is hereby further provided, agreed, and declared between and by the parties to these presents, that if at any time during the continuance of this present contract, any breach shall be made or committed by or on the part of the said General Steam Navigation Company, or their successors, in any of the covenants, agreements, matters, and things hereinbefore contained, and on the part of the said Company and their successors to be observed and performed, then and in any such case it shall and may be lawful to and for the said Francis Nathaniel, Marquis of Conyngham, and his successors, Postmaster-General for the time being, at any time thereafter, and without any previous notice to be given to the said General Steam Navigation Company or their successors by any writing under his hand, absolutely to revoke, determine, and make void this present contract and all and every the covenants, agreements, matters, and things herein contained, and thereupon the same shall absolutely cease and determine accordingly, anything to the contrary thereof in any wise notwithstanding: And it is hereby lastly provided, agreed, and declared, between and by the parties to these presents, that all and every the directions, orders, regulations, and notices of, from, or by the said Francis Nathaniel, Marquis of Conyngham, or his successors, Postmaster-General for the time being, or his deputies or agents, relative to this agreement, or any of the clauses, provisoes, and stipulations herein contained, shall, at the option of such Postmaster-General, his deputies, or agents, be either delivered to the Master, Commander, or any other officer or servant of the said General Steam Navigation Company, in charge of any steam-boat or vessel employed for the purposes aforesaid, or be delivered or left at the office for the time being of the said Company in London. In witness whereof the said Francis Nathaniel, Marquis of Conyngham, hath hereunto set his hand and seal, and the said General Steam Navigation Company have caused their common seal to be affixed hereunto, on the day and year first above written.

No. 33.

Contract for conveying the Mails between Liverpool and the Isle of Man.

No. 33.

Contract for conveying the Mails between Liverpool and the Isle of Man.

AGREEMENT made and entered into this 10th day of July, 1833, between the Most Noble Charles Duke of Richmond, His Majesty's Postmaster-General, of the one part, and Philip Garrett, of Douglas, in the Isle of Man, surgeon, Robert Banks, of the parish of Onchan, in the same island, gentleman, and William Duff, of Douglas aforesaid, merchant, Directors of the Mona Isle Steam-Boat Company, of the other part.

First,—The said Philip Garrett, Robert Banks, and William Duff, for the considerations hereinafter mentioned, do hereby for themselves jointly, and severally, and their respective executors and administrators, promise and agree with and to the said Charles Duke of Richmond, his executors and administrators, in manner following, that is to say,

First,—That they, the said Philip Garrett, Robert Banks, and William Duff, their executors or administrators, shall, and will, from the 11th day of July instant, to the 11th day of July, 1834, convey in safety, from the Post-office in Liverpool to the Post-office in Douglas, Isle of Man, and from the Post-office in Douglas, Isle of Man, to the Post-office in Liverpool, all such of His Majesty's mails and bags of letters as the Postmaster-General for the time being, or the Deputy Postmasters, of Liverpool and Douglas aforesaid, or any or either of them shall from time to time require on such days in the week as the Postmaster-General for the time being shall, from time to time, direct or appoint, not exceeding twice in each week from Liverpool to the Isle of Man, and twice in each week from the Isle of Man to Liverpool, by a steam-boat of not less than 140 tons burthen, with skilful and competent officers, and a sufficient crew of able seamen, to be supplied and maintained in manner, and under and subject to the regulations and agreements, hereinafter mentioned and contained.

Second,—That the said steam-boat shall proceed on her voyage outwards and homewards immediately after the mails and despatches shall be received on board.

Third,—That all the costs and charges of providing the said steam-boat, and the furniture and tackle thereof, and of keeping the same constantly seaworthy and in repair, and all the

wages and salaries of the officers, seamen, and servants, employed in or about the management of such steam-boat, and all sea-risk, port charges, duties, and other expenses relative to the same, shall be wholly paid and borne by the said Philip Garrett, Robert Banks, and William Duff, their executors, or administrators.

No. 33.

Contract for conveying the Mails between Liverpool and the Isle of Man.

Fourth,—That the said Philip Garrett, Robert Banks, and William Duff, their executors and administrators, shall and will, at all times during the continuance of this contract, observe, fulfil, and obey the directions, orders, and regulations of the Postmaster-General for the time being, and his surveyors, deputies, and agents, in all matters and things relative to the fitness or seaworthiness of any steam-boat so to be employed as aforesaid, and in providing another steam-boat in the place of such as shall be declared by the Postmaster-General, his surveyors, deputies, or agents, not fit or appropriate for the service aforesaid; and also relative to the repairs of any steam-boat so to be employed, and the conduct of the officers and men employed in the same, and the removal of any of them for misconduct; and also relative to the mode of receipt and delivery of the said mails and bags of letters, and all other matters or things whatsoever having reference or relation to this present contract or agreement, and the several stipulations herein contained.

Fifth,—That in case the said Philip Garrett, Robert Banks, and William Duff, or any of them, their, or any of their executors or administrators, or any officers or other persons to be employed by them, shall at any time or times refuse to allow the said steam-boat to proceed to sea on the respective days, and at the respective times which the Postmaster-General for the time being shall, from time to time, direct or appoint, or shall neglect to supply or furnish such steam-boat for the purposes aforesaid, as shall be, from time to time, approved of by the said Charles Duke of Richmond, or his successors, Postmaster-General for the time being, his surveyors, deputies, or agents, or shall disobey, or refuse to obey, any of the orders or directions of the said Charles Duke of Richmond, or his successors, Postmaster-General for the time being, their deputies or agents, in breach of this agreement, or of the stipulations herein contained, or in case any steam-boat so to be employed for the purposes aforesaid shall become disabled while on her passage, or while in port, then, and in every such case it shall be lawful for the said Postmaster-General, for the time being, or his agent or agents, to engage, hire, or employ any other steam-boat or vessel for the postage and conveyance of the said mails and bags of letters; and that they, the said Philip Garrett, Robert Banks, and William Duff, their executors or administrators, shall and will pay, discharge, and satisfy, all the costs, charges, and expenses of, and attending the engaging, hiring, and employing any such other steam-boat or vessel for the purposes last aforesaid. And, in consideration of the premises, and of the due and faithful performance of this agreement by the said Philip Garrett, Robert Banks, and William Duff, their executors or administrators, in the aforesaid service, the said Charles Duke of Richmond doth hereby for himself, his heirs, executors, and administrators, undertake, promise, and agree, to and with the said Philip Garrett, Robert Banks, and William Duff, their executors and administrators, that he, the said Charles Duke of Richmond, or his successors, Postmaster-General for the time being, shall, and will pay, or cause to be paid, unto the said Philip Garrett, Robert Banks, and William Duff, their executors or administrators, out of the revenue of the Post-office, the sum of £850 of lawful money of Great Britain, in four equal quarterly payments, the first quarterly payment thereof to be made on the 11th day of October next. And it is hereby mutually agreed and declared between and by the said parties to these presents, that this present contract or agreement, and the several covenants and agreements herein contained shall continue in force from the 11th of July instant until the 11th day of July, 1834; subject, nevertheless, to three calendar months' notice of determining the same, to be given in writing, by either party to the other party, which notice may be given to expire at any time of the year. In witness whereof, the said parties have hereunto set their hands the day and year above written.

No. 34.

No. 34

A Return of the Amount paid during each of the Three last Years for the Conveyance of the Mails between Liverpool and the Isle of Man.

A RETURN of the Amount paid during each of the Three last Years for the Conveyance of the Mails between Liverpool and the Isle of Man.

1832	£700
1833	775
1834	850

N. B. A new Contract was made in July 1833.

General Post-office,
4th September, 1835.

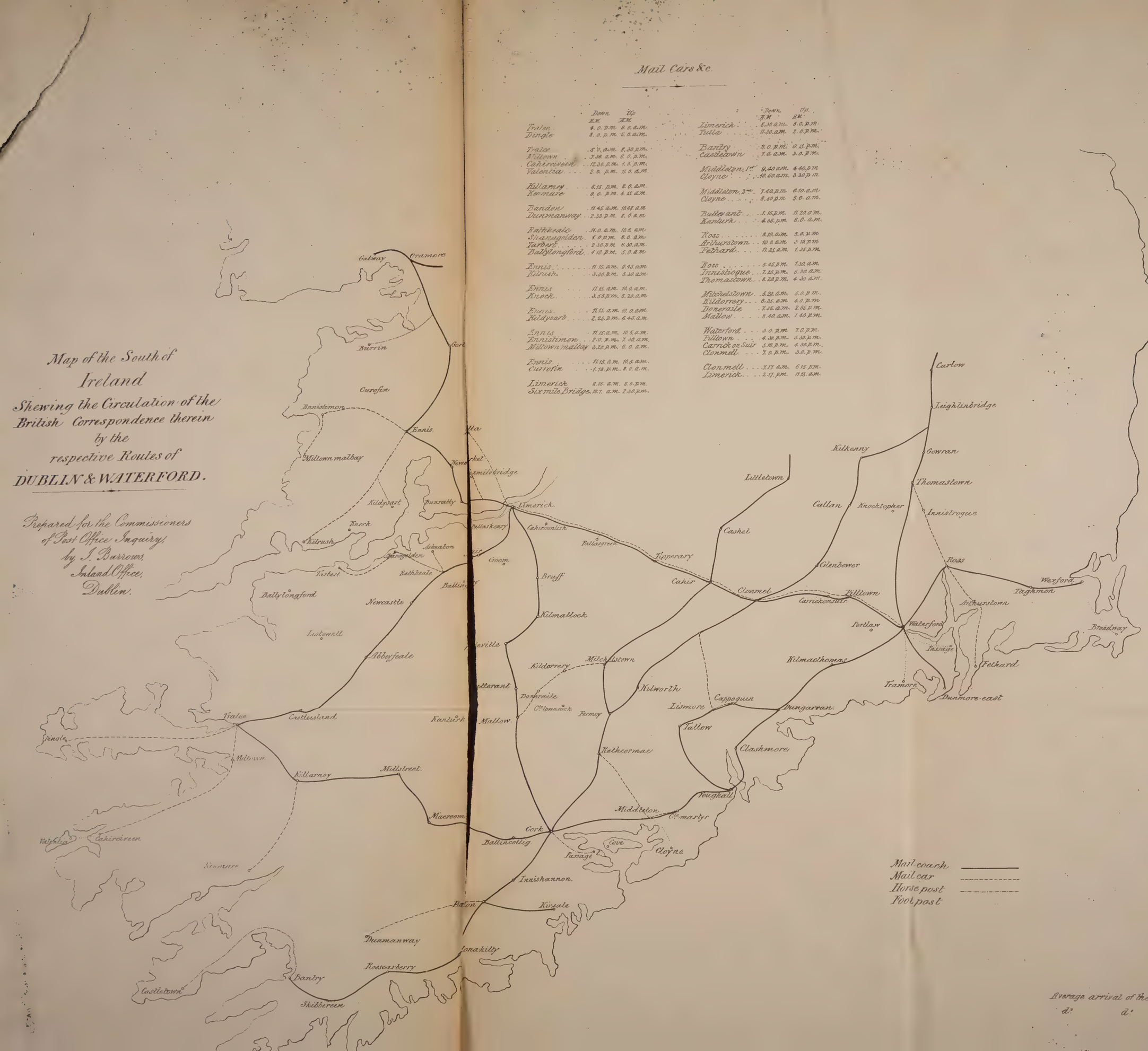
F. Freeling,
Secretary.

London: Printed by W. Clowes and Sons, Stamford Street, for His Majesty's Stationery Office.

Map of the South of Ireland

Shewing the Circulation of the British Correspondence therein by the respective Routes of DUBLIN & WATERFORD.

Prepared for the Commissioners of Post Office Inquiry, by J. Burrows, Inland Office, Dublin.



Mail Cars &c.

	Down. H.M.	Up. H.M.
Tralee	4. 0. p.m.	9. 0. a.m.
Dingle	8. 0. p.m.	5. 0. a.m.
Tralee	5. 0. a.m.	8.30. p.m.
Killorglin	7.30. a.m.	6. 0. p.m.
Cahirciveen	12.30. p.m.	1. 0. p.m.
Valentia	2. 0. p.m.	11. 0. a.m.
Killarney	6.15. p.m.	8. 0. a.m.
Kenmare	9. 0. p.m.	4.45. a.m.
Bandon	11.45. a.m.	10.45. a.m.
Dunmanway	2.33. p.m.	8. 0. a.m.
Rathkeale	11. 0. a.m.	10. 0. a.m.
Shanagolden	1. 0. p.m.	8. 0. a.m.
Tarbert	2.30. p.m.	6.30. a.m.
Ballylongford	4.10. p.m.	5. 0. a.m.
Ennis	11.15. a.m.	8.45. a.m.
Kilrush	3.30. p.m.	5.30. a.m.
Ennis	11.15. a.m.	10. 0. a.m.
Knock	3.55. p.m.	5.20. a.m.
Ennis	11.15. a.m.	10. 0. a.m.
Kildysart	2.25. p.m.	6.45. a.m.
Ennis	11.15. a.m.	10.5. a.m.
Ennistimon	2.0. p.m.	7.30. a.m.
Miltown malbay	3.20. p.m.	6. 0. a.m.
Ennis	11.15. a.m.	10.5. a.m.
Curofin	1.15. p.m.	8. 0. a.m.
Limerick	8.15. a.m.	5. 0. p.m.
Six mile Bridge	10.7. a.m.	2.30. p.m.

	Down. H.M.	Up. H.M.
Limerick	8.30. a.m.	5. 0. p.m.
Tulla	11.30. a.m.	2. 0. p.m.
Bantry	11. 0. p.m.	9.15. p.m.
Castletown	7. 0. a.m.	3. 0. p.m.
Middleton, 1st	9.40. a.m.	4.40. p.m.
Clayne	10.50. a.m.	3.30. p.m.
Middleton, 2nd	7.40. p.m.	6.10. a.m.
Clayne	8.50. p.m.	5. 0. a.m.
Buttevant	1.15. p.m.	11.20. a.m.
Kanturk	4.35. p.m.	8. 0. a.m.
Ross	8.10. a.m.	5. 0. p.m.
Arthurstown	10. a.m.	3.10. p.m.
Fethard	11.35. a.m.	1.35. p.m.
Ross	5.45. p.m.	7.30. a.m.
Innistiogue	7.25. p.m.	5.50. a.m.
Thomastown	8.20. p.m.	4.30. a.m.
Mitchelstown	5.20. a.m.	5. 0. p.m.
Kildorrery	6.25. a.m.	4. 0. p.m.
Doneraile	7.35. a.m.	2.35. p.m.
Mallow	8.40. a.m.	1.40. p.m.
Waterford	5. 0. p.m.	7. 0. p.m.
Pillown	4.30. p.m.	5.30. p.m.
Carrick on Suir	5.10. p.m.	4.50. p.m.
Clonmell	7. 0. p.m.	3. 0. p.m.
Clonmell	7.17. a.m.	6.15. p.m.
Limerick	2.17. p.m.	11.15. a.m.

Mail Coaches

	Down. H.M.	Up. H.M.
Dublin	7. 0. p.m.	2.0. a.m.
Oranmore	10. 0. a.m.	4. 0. p.m.
Galway	10.40. a.m.	3. 24. p.m.
Dublin	7. 0. p.m.	6.30. a.m.
Limerick	8. 0. a.m.	5.30. p.m.
Dublin	1. 0. p.m.	2. 0. p.m.
Littleton	12.22. a.m.	2.48. a.m.
Cashel	1.42. a.m.	1.30. a.m.
Cahir	2.38. a.m.	12.12. a.m.
Mitchelstown		
Fermoy	6.25. a.m.	8.45. p.m.
Rathcormac	7.2. a.m.	8.8. p.m.
Cork	8.10. a.m.	6. 0. p.m.
Dublin	7. 0. p.m.	7. 0. a.m.
Kilkenny	3.35. a.m.	10.6. p.m.
Callan	5.2. a.m.	8.58. p.m.
Glenbower		
Clonmell	7.42. a.m.	7.32. p.m.
Clogheen	10.2. a.m.	6.48. p.m.
Kilworth		
Fermoy	12.12. p.m.	1.48. p.m.
Rathcormac	12.42. p.m.	1.12. p.m.
Cork	3. 0. p.m.	11. 0. a.m.
Dublin	8.30. a.m.	3.30. p.m.
Carlow	2.25. p.m.	11.25. a.m.
Leighlinbridge		
Kilkenny	5.30. p.m.	8.30. a.m.
Dublin	7. 0. p.m.	6. 0. a.m.
Carlow	1.10. a.m.	11.50. p.m.
Leighlinbridge	1.50. a.m.	11. 0. p.m.
Gowran	2.6. a.m.	0.30. p.m.
Thomastown	4.20. a.m.	8.40. p.m.
Waterford	7. 0. a.m.	6.0. p.m.
Dublin	7.0. p.m.	6. 0. a.m.
Wexford	1. 0. a.m.	6.0. p.m.
Limerick	8.15. a.m.	5. 0. p.m.
Bunratty		
Newmarket on Fer.ᵍ	9.53. a.m.	3.22. p.m.
Ennis	10.45. a.m.	2.30. p.m.
Gort	1.5. p.m.	12.10. p.m.
Galway	3.45. p.m.	9.30. a.m.
Limerick	9.30. a.m.	4.51. p.m.
Adair	9.37. a.m.	3.44. p.m.
Rathkeale	10.20. a.m.	2.65. p.m.
Newcastle	11.20. a.m.	1.51. p.m.
Abbeyfeale	12.55. p.m.	12.28. p.m.
Cahirciveen	2.29. p.m.	10.32. a.m.
Tralee	3.30. p.m.	9.45. a.m.
Cork	9.40. a.m.	4. 0. p.m.
Mallow	12.10. p.m.	1.30. p.m.
Buttevant	1. 2. p.m.	12.38. p.m.
Charleville	2.7. p.m.	11.33. a.m.
Kilmallock	3.0. p.m.	10.45. a.m.
Bruff	3.27. p.m.	10.15. a.m.
Limerick	5.10. p.m.	8.30. a.m.
Cork	9.40. a.m.	4. 0. p.m.
Ballincollig		
Macroom	12.55. p.m.	1. 0. p.m.
Millstreet	2.30. p.m.	11.26. a.m.
Killarney	5.10. p.m.	8.45. a.m.
Tralee	7.30. p.m.	6.0. a.m.
Cork	9.20. a.m.	3.35. p.m.
Innishannon	11.7. a.m.	2.5. p.m.
Bandon	11.38. a.m.	1.37. p.m.
Clonakilty	1.8. p.m.	12.7. p.m.
Rosscarberry	2.6. p.m.	11.0. a.m.
Skibbereen	3.35. p.m.	9.25. a.m.
Bantry	6.0. p.m.	7.0. a.m.
Waterford	9.16. p.m.	4.0. a.m.
Pillown		
Carrick on Suir	11.15. p.m.	2.0. a.m.
Clonmell	12.32. a.m.	12.23. a.m.
Cahir	1.5. a.m.	11.10. p.m.
Tipperary	1.45. a.m.	9.32. p.m.
Limerick	6.45. a.m.	6.30. p.m.
Waterford	10.0. p.m.	4.23. a.m.
Kilmacthomas	12.0. p.m.	2.15. a.m.
Dungarvan	1.35. a.m.	12.37. a.m.
Glendower		
Youghall	4.33. a.m.	0.32. p.m.
Castle Martyr	5.6. a.m.	6.8. p.m.
Middleton	6.48. a.m.	7.27. p.m.
Cork	8.30. a.m.	5.46. p.m.
Waterford	7.30. a.m.	6.30. p.m.
Kilmacthomas	9.15. a.m.	6.45. p.m.
Dungarvan	10.45. a.m.	8.15. p.m.
Cappoquin	12.2. p.m.	12.53. p.m.
Lismore	12.30. p.m.	12.30. p.m.
Tallow	1.12. p.m.	11.48. a.m.
Youghall	2.48. p.m.	10.12. a.m.
Waterford	6.0. a.m.	7.24. p.m.
Ross	8.0. a.m.	5.24. p.m.
Taghmon	10.0. a.m.	3.0. p.m.
Wexford	11.9. a.m.	2.15. p.m.
Waterford		
Dunmore East		
Cork	3.0. p.m.	10.30. a.m.
Kinsale	5.15. p.m.	8.30. a.m.
Tralee	1.10. p.m.	11.37. a.m.
Killarney	4.25. p.m.	8.40. a.m.

Average arrival of the English Mail in Dublin 7.0. a.m. dispatch 7.0
d° d° in Dunmore East ... 2.0. p.m. ... d° ... 6.3